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ROAD-BOOK
FOR
NORWAY.



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A ROAD-BOOK
FOR
TOURISTS IN NORWAY.



A
ROAD-BOOK
FOR
TOURISTS IN NORWAY.
WITH
HINTS TO ENGLISH SPORTSMEN
AND ANGLERS.

BY THOMAS FORESTER, Esq.,

AUTHOR OF

"NORWAY IN 1848 AND 1849."



LONDON:
HENRY G. BOHN, YORK STREET, COVENT GARDEN.
1854.

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P R E F A C E.

THIS little work has been undertaken in compliance with representations from well-informed quarters, that a compendious Road-Book for tourists in Norway, confined exclusively to that part of Scandinavia, is still a desideratum. Having been printed as a supplement to "Norway and its Scenery," in a recent number of Bohn's Illustrated Library, it is now republished in a portable form for the convenience of travellers, prefixed by an introductory chapter from the former work containing practical suggestions for their guidance.

A popular writer lately remarked that the general error of works of this description is, that "they contain too much, and are too large," and points out the desirableness of having "little portable guide-books, made like pocket-books, so as not to overcrowd the traveller's pocket, and make it stick out as if it held a boiled round of beef."* When these judicious observations were published the present work had been already framed on the plan proposed, the author's own experience having long ago suggested its convenience, particularly to travellers in such a country as Norway.

The Road-Book, however, though expressly intended for the tourist's side-pocket, will be found to contain all needful information, some pains having been taken to procure it from every available source, as well to compress it into the smallest compass. In a preliminary section a choice of routes is offered, embracing

* *Household Words*, quoted in the *Times* of November, 1852.

the most interesting features of the country in one continuous tour, without returning over the same ground. In the course of the work the facilities for reaching Norway by the present arrangements of the steam-boats are pointed out, as well as those offered to the tourist by a new Norwegian railway, and by the steam-boats on the inland waters. The times of their departure, and the places at which they call, as well as those of the steam-boats round the coast, are inserted from the latest tables. The stations on the several routes have also been thus corrected, and the alterations recently made in the regulations for travelling post, and in the rates of payment for post-horses and boatmen, are also mentioned. A short vocabulary of Norsk words and phrases-added, and a section devoted to the sports which attract many of our countrymen to the rivers and lakes, the fields and fjords, of Norway.

The traveller is requested to correct the statements in the introductory chapter as to the rates of payment for posting and boats, and the regulations of the Skyds-Law, by those given in Section IV. of the Road-Book, which contains the latest account of the alterations.

NOTICE TO TRAVELLERS.

CHRISTIANIA RAILWAY.

THIS Railway is now open as far as Dahl. The following Table gives the stations, with the time of departure and arrival of the trains at each station. At present there is only one train daily each way :

DOWN TRAINS.		h. m.	UP TRAINS.		h. m.
From Christiana.....		8 0 A.M.	From Dahl		12 0 A.M.
„ Grorud		8 25 „	„ Frogstad		12 45 „
„ Strommen.....		9 0 „	„ Kloften		1 20 „
„ Frogner.....		9 30 „	„ Frogner.....		1 40 „
„ Kloften.....		10 0 „	„ Strommen.....		2 15 „
„ Frogstad		10 30 „	„ Grorud		2 40 „
„ Dahl		11 15 „	„ Christiana.....		3 20 „

The fares throughout are, 1st Class, 110 skillings (4 marks, 14 sk.); the 2nd, 76 skillings (3 marks, 4 sk.); the 3rd, 34 skillings (1 mark, 10 sk).

Dahl is about 6 English miles from the terminus at Eidsvold. The railway will be opened throughout in the month of August, of the present year. For routes to the interior, by Eidsvold and Minde, see pp. 342, 393, 398.

The steamboats to Christiansand and Christiania now run *weekly*, leaving Hull on every Friday evening, after nine o'clock. There is also a weekly communication from London, by way of Gothenburgh. For further particulars see p. 416, and enquire at the Offices of the Company there referred to.

May, 1854.

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INTRODUCTORY CHAPTER.

PRACTICAL SUGGESTIONS TO TRAVELLERS INTENDING A TOUR IN NORWAY.

TIMES are changed since the traveller, bent on a summer's excursion in Norway, had to take the chance of a passage by some homeward-bound timber-ship, redolent of salt-fish and tobacco-smoke, and encountering the risk of delay from the easterly winds, generally prevalent at that season of the year, with the chance of a gale in the North Sea, might think himself fortunate if he sighted the wished-for coast, half starved and almost sickened of his project, in the course of seven or eight days after he left the Thames. But this mode of transit has been sometimes adventured, and has its advantages for travellers wishing to land on the southern or western coast, without being carried some hundreds of miles beyond their mark, and being set down at Christiania to retrace their steps westward; but they must be prepared to rough it during the uncertainties and inconveniences of such a voyage.

The only other alternative, in former times, was the land-journey through Germany to the coast of the Baltic at Copenhagen, or to Gothenburgh in Sweden; after which the narrow sea was crossed to Fredericks-

værn, or if Gothenburgh was the point of arrival from the south, the route from thence to the frontier of Norway, leading by the celebrated Falls of Trollhættan, was short and easily accomplished. It has been followed by many travellers, and among others by the artist, Mr. Price. An intermediate course was at one time in fashion,—that of taking the steam-boat to Hamburg, and making Kiel or Lubeck the point of departure for Christiania; but this also involved a long and not very pleasant voyage through the North Sea. Within the last two years, however, arrangements, long in contemplation, for facilitating the intercourse between England and Norway, have been completed, and a steamer direct to Christiania performs the voyage regularly during the season in about sixty hours. We understand that it is also in contemplation, that the steamer shall call at one of the ports on the southern coast, by which means the uncertainties of the sea-voyage encountered by some former travellers will be obviated.

Further particulars will be given hereafter respecting this mode of proceeding to Norway, as well as in respect of that which we may call the “overland journey,” it being the object of this chapter to convey practical and useful information to intending tourists in Norway.

Let us commence *ab ovo*. We will suppose our reader to have conceived the idea of such an excursion. Considerations of health, curiosity, or amusement, induce him to go abroad for a season, perhaps he is not very particular where. A trip to Norway offers something new, and out of the common track. He broods

upon the idea until it has grown into something like life and consistency. He wishes to realize it, but wants the means of shaping it to his own views and circumstances. There are minds, indeed, so constituted that the peculiar attractions of Norway leave no room for hesitation; but even these may benefit by the first piece of advice which we shall offer, which is one of caution. Travellers, even on the great post-roads, in Norway, must not expect to meet with the comfort and accommodation which are now to be found on frequented routes in other parts of the Continent of Europe. In travelling post the service is admirably performed, as we shall have occasion to mention more particularly in a subsequent part of this chapter; but as the light carriages of the country are all open, and the ways are impracticable for any other description of vehicle, while even the great roads are carried over elevated passes of the mountains, where tempests of wind and rain are frequent at all seasons, and in some, more or less rain falls every day throughout the country, the traveller will be very fortunate if he escapes extreme inconvenience and suffering from cold and wet. Then again, the houses of entertainment are few and far between, not very tempting in their general arrangements, and as to the larder, the traveller may think himself lucky if it supplies a small dish of fish, swimming in butter, and some sodden potatoes; indeed, he will often find nothing to appease the cravings of his hunger except black and sour rye bread, or husky *flad bröd*, made of oatmeal, with butter, cheese, sour cream, and perhaps a glass of a high-flavoured spirit, called

corn-brandy, to wash it down. Gentlemen of the silver-fork school are not recommended to travel in Norway. Even if they combine with fastidious habits a taste for the grand and picturesque in natural scenery, it may be gratified, as every one knows, at far less sacrifice of personal comfort, by an excursion in Switzerland or Savoy. The traveller can roll over the Simplon or the Mont Cenis in a well-closed carriage. If he covets excitement, and his enthusiasm prompts him to climb an *alp* or a glacier, he is almost sure of finding a well-spread *table d'hôte*, with agreeable society, at the end of his day's expedition. The pure mountain air, slight fatigue, and fresh impressions of diversified scenery, give zest to the entertainment, and so the traveller passes from day to day through the stereotyped stages of an Alpine tour.

Nothing resembling this will be found in an excursion through Norway. Between Christiania and Bergen, or Drontheim, distances of between three and four hundred English miles, he will scarcely meet any English, and not above half a dozen native, travellers ; and, as a natural consequence, there are not, even on these high roads, above two or three halting places, at which he will find either fare or accommodation beyond what has been already mentioned. However, the most fastidious in these matters may now be landed at Christiania, after a short and pleasant voyage, without fatigue or hardship. They will find at the hotels there all that they can reasonably desire. Christiania is a dull place, particularly during the summer months, but short and most agreeable excursions may be made on

its lovely Fjord, and in its beautiful neighbourhood. A railway is now in process of construction from Christiania, for a distance of forty miles, to Minde, at the foot of the Miösen, the scenery of which is charming, though it does not rise to the stern and magnificent character of that of other inland lakes. It can be ascended through its whole length of seventy miles by steamers, which ply daily upon it to the town of Lillehammer, and are fitted out with much elegance, supplying a good table and every other comfort. Thus, when the railway is completed, an excursion of some extent may be accomplished with great facility. As it will also materially shorten the distance by *road* to Bergen and to Drontheim, even scrupulous travellers may be induced to screw up their courage to undergo the inconveniences attending these longer journeys. Those cities are well worthy of a visit, and in his long line of route the tourist will pass through many grand and many beautiful scenes. But the true character of the scenery of Norway, and of its simple and well conditioned people, can only be learnt by scaling its snowy Fjelds, penetrating its secluded valleys, and following the windings of its Fjords into the depths of the mountain ranges, by cross-roads and paths sometimes all but inaccessible even to the pedestrian traveller. Those, however, who are disposed to embark in such enterprises, should well count before hand the cost of the undertaking. It will try the mettle of the most hardy, resolute, and enthusiastic lovers of nature in her wildest aspects. We are confident that such as these will have no reason to regret the toils and privations



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they may undergo in their lonely wanderings, while we warn from such enterprises all who would consider their pleasure dearly purchased by weary marches, a meagre diet, and very questionable lodgings.

MAPS AND BOOKS.

But our main object is to clear the way for the general traveller, and to tell him how much of, and how best, he may achieve, under ordinary circumstances, the objects he has in view when he contemplates a tour in Norway. First, then, he should procure a good map. "Munch's Kart over Norge" is the best, and is indispensable to all travellers who propose to make their way by chart and compass, by Fjeld and Fjord, over the untrodden paths of its remote districts. The "Veikart over Norge" of Galigorski and Wergeland, is, perhaps, preferable for the ordinary traveller, as a useful map of the post-roads. There is also a valuable map, "Geognostischen Karte von Norwegen, von B. M. Keilhau," geologically coloured, and containing contour lines of equal altitude. But these maps are constructed on a large scale, and the details are apt to confuse those who do not possess a tolerably distinct knowledge of the geography of Norway. A smaller and more comprehensive map is better suited for general purposes. Arrowsmith's map is clear, not overcrowded with names of places, and, as we have found, generally accurate.*

* The foreign maps, which are decidedly the best, can be procured at Mr. Trelawny Saunders's, No. 6, Charing Cross, who will have them mounted to suit the tourist's particular plans and convenience. For rough

With some such map before him, we would recommend the intending tourist to look to our former chapter for the notices it contains of the various routes taken by former travellers in Norway. It forms a sort of index, not only to their works, but to the principal objects which are likely to attract the tourist's attention. With these aids he will be able to chalk out for himself the rough outlines of an excursion fitted to his time and inclinations; and if he wishes for further information, he will do well to consult such of the works, or that particular one, which may appear most likely to suit his purpose, regard being had to his own plans. As a general rule, we strongly recommend some settled scheme for the tour being formed in the first instance. All the necessary information for the tourist's guidance can be obtained much better in this country than after he has commenced his journey; and if he expects to procure it on the spot, he will probably be only perplexed by contradictory, and perhaps interested, advice.

THE OUTFIT—GENERAL EQUIPMENT.

The intending tourist having thus formed and defined his plans, it will be time to think of preparing his outfit. In so doing the leading objects are to secure, as far as may be, protection against rough weather, combined with the smallest possible weight and bulk of baggage. This, of course, is still more essential when any part of the tour

work, that is to say, where exposure to bad weather is contemplated, we recommend that the map be glazed and mounted on a roller, with a water-proof case; in which shape it is very portable.

is to be performed on horseback, or on foot. Indeed, in such a case, we recommend all wrappings of cloth, whether coats or cloaks, to be dispensed with, substituting for them a light waterproof overcoat fitting closely about the neck, and with roomy sleeves to pull down over the wrists. It need not have a cape; but we have found an apron, of the same material, of inestimable value when sitting for hours in a carriage, or the stern of an open boat, while the rain was pouring down in torrents. When not wanted, it will fold into a small compass. In such weather, the scanty skirts of the overcoat offer little protection to the thighs and knees. The carriages, indeed, are fitted with aprons, but the rain beats in above them; the portable apron should, therefore, be long enough to be bound tightly round the loins above the hips. There should be a travelling cap of some light, but waterproof, material; but not of seal-skin or other fur. The peak should be rather larger than usual, and if we were to travel again under liability of exposure to foul weather, in such a country as Norway, we would have a curtain of the same material at the back of the cap, like that of a woman's bonnet, or more in the style of the shovel part of a *sou'-wester*, to be buttoned on, or fixed by strap or tie as occasion required, in order to shoot off the rain from behind; for the sensation of water trickling down the nape of the neck is, perhaps, of all others, most uncomfortable. Thus equipped, with his cap pulled down about his ears, the apron tucked closely round the nether-man, and encased in his waterproof overcoat, which will throw off the pelting storm like arrows from

a coat of mail, the traveller may defy even the hurricanes of a Norwegian mountain-pass.

The reader will by this time have learnt that, according to the experience of former travellers, an excursion in Norway may probably turn out no fair-weather undertaking. We do not say that the tourist may not be fortunate enough to happen upon a month or six weeks, in the best part of the summer, when these precautions may appear to have been unnecessary. But in such a climate,—in a country where there are no close carriages, where road-side shelter is hardly to be found, and, in case of continued bad weather, there is no port of refuge under his lee,—woe be to the tourist who, having neglected our suggestions, lights upon an unfavourable season, or even a single day's hard rain while he is on the move.

The changes of climate in Norway are so sudden and great, that one main difficulty in arranging a traveller's equipment, lies in adapting it to them. In the morning he may be crossing a Fjeld above the level of perpetual snow; before noon he may have descended into a valley where his thermometer stands at eighty degrees. He requires a double outfit; but the limited amount of his baggage forbids the indulgence. English travellers are too much disposed, wherever they go, to encumber themselves with a superfluity of unnecessary articles. In Norway all such luxury should be dispensed with. The little carriages of the country are lightly built, and have no sort of conveniences for the stowage of luggage. They are so narrow as only just to contain the traveller's person, and a foot-board behind, on which the conductor

stands or sits, is the only place of stowage. He is very tenacious of the vehicle being overloaded, the horse is of an undersize, and the roads are often very steep. The foot-board will only hold a portmanteau of moderate dimensions,—for securing which, by the bye, a good strap should be provided,—and to the contents of this the traveller's outfit must be confined. We should prefer a leather valise, in the old fashion, as it could, on occasion, be carried on horseback. A covering of oil-cloth for it, very stout and waterproof, is desirable.

With his limited allowance of clothing, the tourist has the choice of two evils; he is sure, some time or other, to find it too hot, and that oppressively, or too cold, perhaps piercingly. Some of our friends, of a warm temperament, have preferred to travel in jacket and trowsers of some light manufacture; they have been "all right" in the close valleys, but their plight was a pitiable one when shivering on mountains from 3000 to 5000 feet above the level of the sea. We ourselves, though often suffering from heat, have preferred woollen. The intending tourist must decide for himself; but, on the whole, we are disposed to recommend the jacket and trowsers to be of stout cloth. "Shepherd's plaid" is a good style. One suit must carry the tourist through his journey. Of course he will not want a dress suit, unless he means to make any stay in the towns, and go into society. Hats and hat-boxes must also be discarded. Especial care must be taken to procure well-seasoned extra-stout walking-shoes, without nails or metal plates, and a lighter pair should be included in the list of indispensables. Socks

of homespun woollen yarn are recommended. For the rest, the intending tourist must consult his own habits, with a firm determination, however, to exclude every superfluity. The pedestrian will, of course, provide himself with a light knapsack, and his outfit will necessarily be still more limited in bulk and weight.

OUTFIT, CONTINUED—PROVISION FOR TRAVELLING IN THE INTERIOR.

While making provision for exterior comforts, some sort of supply for the cravings of the inner man must not be forgotten. Butcher's meat is rarely met with out of the towns in Norway during the summer. The best substitute will be found in the concentrated essence of beef which is sold in the London shops which deal in preserved meats. It is very portable, being made into sausage-like rolls, and a few slices of it will make a rich, excellent, and nutritious soup, which an Englishman will infinitely prefer to the preparations of oatmeal which are the staple of Norwegian diet in the country.* Two or three pounds of it will be a good supply for a short tour.† To the pedestrian traveller it is invaluable, but he will have to learn to be, on occasion, his own cook. Some tea, in quarter-pound leaden packets, will be also useful, though coffee, admirably prepared, is to be met with everywhere. It is generally sweetened with sugar-candy, and sugar is rather a scarce commo-

* A lamb or a kid may sometimes be procured at the farms. The price will be two or three orts. It will be well to *bag* what is not consumed on the spot, as such a chance may not occur on the morrow.

† It may be procured, of excellent quality, at Mr. Wilmott's, corner of Fenchurch-street.

dity in remote districts of Norway. It is a bulky article, but a small quantity may be carried for special occasions. Cakes of chocolate are more portable. The scarcity, indeed the total absence, of wheaten bread in country districts, is perhaps the greatest privation to which the English traveller is exposed in Norway, and it is one the want of which cannot be well supplied. The tourist may, perhaps, find room for a tin case of rusks or biscuits, reserving them frugally for occasional use. If his tastes be Epicurean, he will not forget a bottle of ketchup and some cayenne pepper, to season an otherwise insipid dish of fish, when he happens to be lucky enough to meet with it. But he must not encumber himself with more than a very moderate supply of these delicacies. They should all be got into the compass of the one portmanteau. A flask of French brandy will be found serviceable in case of extreme exposure to wet or cold, the corn-brandy of the country being very unpalatable.

MONEY, AND LETTERS OF CREDIT.

Next to the *viaticum*, of which, after all, little can be provided in advance, comes, as the time for departure draws on, the question of making provision for the current expenses of the journey,—in what shape the tourist's resources are to be made most conveniently available for paying his way. The circular notes of the London bankers have no currency in Norway; but there are merchants in the city trading with Norway who will give letters of credit on their corres-

pondents in five or six of the principal towns, in exchange for sums which intending tourists deposit with them. Messrs. Sewell and Co., of Adelaide Chambers, Gracechurch-street, are well known and in high credit in most of the commercial towns of Norway; and Mr. Tottie, the Swedish and Norwegian Consul, whose offices are at No. 2, Crosby-square, Bishopsgate-street, will readily give references to other mercantile houses who are ready to render this accommodation; he will also with his accustomed kindness furnish any other information which the wants of the English traveller may suggest. The current Norwegian coins are not to be obtained in England, and sovereigns and English bank-notes are not easily exchanged in Norway. The traveller had, therefore, better invest the whole capital he devotes to his undertaking in one of these letters of credit, reserving only in English money what he thinks will be necessary for his immediate expenses before or after leaving Norway. At the first town he reaches in that country, the London merchant's correspondents will supply him with the currency required for his further progress. Of that we may have to speak hereafter. Intending tourists may possibly desire to have some clue to the probable demand on their purse for an excursion in Norway. But so much depends upon a man's habits, the length of his journey, and the time of his stay, that it is obviously impossible to furnish such an estimate. Some details will be given in their proper place of the expense of posting and the general charges at inns and hotels. All that we can say at present on this subject

is, that we have found travelling in Norway cheaper than in any other country of Europe of which we are acquainted or informed, and that we are inclined to think that a traveller who is tolerably discreet, and whose wishes are moderate, may travel to Norway and back, and go a long way into the interior of the country, allowing him a couple of months to accomplish the whole, for a sum certainly not exceeding fifty pounds.

PASSPORTS.

One travels through Norway, as through Great Britain, without the annoyance to which travellers are subject in every other part of Europe, of having to produce their passports, and getting them *viséd* at every stage of their journey. We believe they are sometimes required on re-embarking at Christiania for the passage homeward, though we have done so without any such demand. However, it is usual and most advisable to be furnished with a passport, which may be procured by leaving your name and description with the Secretary of the Swedish and Norwegian Legation at No. 14, Halkin-street, Belgrave-square, when it will be ready by the following day. Two or more independent names may be inserted in one passport, and we believe no charge is made at present, though at one time there was a small contribution devoted to charitable purposes. If it is intended to take what we have called the overland route, by the north of Germany, it may be advisable to have the passport *visé* by the Belgian and Prussian ambassadors.

CHOICE OF ROUTES FROM ENGLAND—THE DIRECT PASSAGE BY SEA.

And now, maps and books of information having been obtained, the personal outfit and viaticum collected, and armed with letters of credit and passport, the intending tourist will be fully prepared to start on his excursion. If he has not done so before, it will be time that he shall decide on the route he proposes to take to reach the place in Norway where his travels proper commence. Two courses, as we have already said, are open to him,—either to take his passage by steam-boat direct to Christiania, which is the readiest and cheapest way,—the other, which he may adopt if he has a decided objection to a long sea voyage, or wishes to combine with his trip to Norway the transit through some not uninteresting parts of Europe, will conduct him to the shore of the Baltic, from whence he will have a shorter passage to Christiania. Of both these courses we propose to give some details.

The direct passage to Christiania is performed by a steam-boat from Hull, with very satisfactory accommodation, every alternate week during the season from April to November. This boat, the "Courier," returns on the intermediate weeks, calling at Christiansand both on the outward and homeward voyage. The fare is 4*l.* 10*s.* for the first, and 3*l.* 10*s.* for the second cabin, to Christiania, and the voyage is performed, on an average, in about sixty hours.* Messrs. Wilson, Sons,

* Messrs. Wilson & Co. have just [1852] launched a splendid new steam-ship, "The Scandinavian," which has commenced to make voyages between Hull and Gothenburg in alternate weeks with the "Courier's" trips to Christiania.

and Co., of Hull, will give information as to the precise days and hours of sailing, and are most obliging in contributing by every means in their power to the comfort and satisfaction of travellers desirous of proceeding to Norway by their steam-boats.

CHOICE OF ROUTES FROM ENGLAND—THE “OVERLAND ROUTE.”

For the other course, it is best to take the steam-boat from Dover to Ostend, which starts, we believe, soon after the arrival of the London mail at Dover early every morning, and reaches Ostend the same evening. It is then a day's journey by the railway from Ostend to Cologne, and another from Cologne to Hanover; the traveller being detained for the night at each of the places indicated. The last day's journey, also by rail, is from Hanover to Hamburgh. The journey should be so timed that he may reach Hamburgh not later than Friday in any week. From thence, or Altona, it is a short run by the railway to Kiel, from whence a Norwegian steamer starts every Saturday morning during the season for Christiania, performing the voyage in a couple of days, including a call at Nyborg in Denmark. The expense of the whole journey by this route from London to Christiania may be estimated at about ten pounds, and the time occupied is about a week. Some tourists may like, for variety, to take one of these courses in going to Norway and the other in returning. In that case we should rather recommend the continental journey for the return homewards. The scale of stages

would be the same, reversing the order in which they have here been given.

TRAVELLING IN NORWAY—HOTELS IN CHRISTIANIA; MONEY IN
NORWEGIAN CURRENCY.

We will now suppose our tourist landed, by one or other of these routes, at Christiania, the modern capital of Norway. He will find very respectable accommodation at either of the principal hotels. The "Hôtel du Nord" is considered the best, as well as the dearest. The "Hôtel de Scandinavie" has very good accommodations, but is not so much the resort of English travellers.* The reader will find in the sequel some account of what Christiania presents which is worthy of notice. Our tourist will probably reserve the examination till his return from the excursion on which he will be naturally anxious to proceed without loss of time. One of his first visits will be paid to the counting-house of the merchant on whom his letter of credit is drawn. There he will be initiated into the mysteries of the Norwegian currency. The traveller abroad always finds some difficulty at first in his dealings with foreign coins. This is particularly the case in Norway, where he has daily, while *en route*, to make a number of small payments in coins of very trifling value, and of a great variety of descriptions. Till he becomes familiar with them, it is a very puzzling affair, and a few lines will be well employed in assisting

* The expence of living at hotels in the towns of Norway can hardly exceed a sp. dollar and a half per day; in the country, a sp. dollar will generally cover it.

him to solve the difficulties in which, without some clear apprehension of the monetary system, he will find himself perpetually involved. Our Englishman will have his order on the Norwegian merchant cashed at the current rate of exchange, which is generally about four specie-dollars and a half for a pound sterling. The specie-dollar, therefore, is worth a fraction more than 4*s.* 6*d.* English money. The word specie is apt to mislead a stranger. A very small part of the currency consists of silver coinage; it includes, indeed, dollars and half dollars, but they are not in general use in any considerable proportion. The tourist will receive the greatest part of the change for his draft in paper money of the value of from half a specie dollar,—a specie dollar,—two specie dollars each,—to notes of larger amount,—fives, tens, and so on; and these notes, being government paper, are current everywhere; and being less cumbersome than silver, are very convenient. Being kept long in circulation, they are often very ragged affairs, but they are called, in the representative sense it is presumed, *specie-dollars*. Thus far all is plain enough. But the smaller payments are paid in "*marks*" or "*orts*," of which there are five to the dollar, and "*skillings*," of which there 120; so that the mark is worth about tenpence halfpenny, and the skilling somewhat less than a halfpenny, English money. There is a well-executed silver coinage of marks or orts and half marks and orts; but the general currency consists of a variety of very small coins of the old Danish kings, representing a certain number of skillings and orts. It is this small coinage which at first occasions perplexity to the

traveller, as some of them are depreciated, and will not pass for the value stamped upon them;* and their varieties are so great, that it is some time before he becomes familiar with their use. But it is necessary to be provided with a good supply of these coins, as the scarcity of money is so great in the interior of the country that it is frequently impossible to obtain change even for a single dollar-note; and so trifling are the payments, that the reckoning in travelling post seldom amounts to even half a dollar. Fortunately, the coins are very light, as well as diminutive, being of copper silvered over. A handful of them will not amount to a pound sterling of English money. The best way of carrying them is in a small leather bag slung to the side, and thus ready at hand for the demands of the road.

TRAVELLING IN NORWAY, CONTINUED—THE SERVICE BY POST.

Posting in Norway is regulated by law, there being a fixed tariff for every part of the service. There are stations for changing horses on all the great roads, and many of the cross roads, at the distance of about a Norsk mile, a little more or less—equal to rather more than seven English—from each other. The horses are supplied, on the summons of the station-master, by the farmers in the neighbourhood in a certain order or turn.

* Thus, in most parts of Norway, the coins which are stamped with the value of 4 sk. only pass current for 3.

TRAVELLING IN NORWAY—TARIFF FOR BOATS.

Norway is so intersected by lakes and fjords, that scarcely a journey of any length can be taken without some considerable part of it being performed by water. The posting regulations extend to this part of the journey. There are regular stations at the place of embarking, where the station-master provides boats, and they may be ordered in advance by the forbud, in the same manner as horses. The payment for each boatman is 20 skillings for a Norsk mile; besides which there is a charge for the boat: if four-oared, 8 skillings; six-oared, 12 skillings, and so on. The station-master's *tilsigelse* is 2 skillings for each boatman, and the same for the boat.

TRAVELLING IN NORWAY, CONTINUED—THE CARRIOLE.

The carriage almost invariably used for long journeys in Norway is called a carriole. It is a long, narrow carriage, something like a canoe on wheels, but the stern is raised high and padded to support the traveller's back. These vehicles are drawn by a single horse, and will only hold one person. The seat is very low, so that he sits, or rather reclines, with his legs extended; and it being very narrow, he is not easily thrown out. The carriages have no springs, but the body of the carriage is fixed to light elastic shafts, on which, behind, is fitted a foot-board. To this the traveller's baggage is attached, mounted on which the postboy sits or stands.

These vehicles are so light that they are easily transferred to a boat, when a change in the mode of travelling is necessary, the wheels being sometimes taken off when the boat is small. Carrioles are very seldom to be procured at the country stations, where light carts of the rudest description are substituted for them. They are simply square boxes of deal boards, roughly nailed together, of a size barely sufficing to hold two persons sitting upright, and fixed on low wheels. Having no springs, the jolting is insufferable. Of course such a vehicle is very inconvenient, even for a few stages; to perform a long journey by them is out of the question. It is therefore usual for travellers to purchase a carriole—of which there are stores in all the towns—at the place at which he commences his journey, selling it again on his return or his arrival at the place of destination. Such a vehicle may be purchased at from 20 to 30 dollars, and the loss on re-sale may be somewhere from 25 to 50 per cent., depending upon the condition of the carriage, the state of demand in the market, &c.

This arrangement answers very well for long, regular journeys, as from Christiania to Bergen, or to Drontheim, and *vice versâ*; but there is considerable difficulty when the line of route diverges from the post-road, and lies through tracks impracticable for a carriage, as must be the case when the tourist desires to visit scenes of interest in wild and mountainous parts of the country. In such cases a carriole is very desirable as far as the road is passable towards his object, but the traveller soon reaches a point at which it be-

comes an incumbrance. It cannot be transported further, and he will certainly find no purchaser for it on the spot. If he return by the same road, it may, of course, be left till his arrival; but this is not often desirable. The tourist, therefore, in these sorts of excursions, must make up his mind from the first to get on how he can, and dispense with the purchase of a carriage. He may perhaps hire one for a couple of stages out of the town from which he starts, and afterwards, on cross roads, and as he proceeds further, must submit to the jolting of the light country carts, which are to be met with wherever there is any road practicable for wheel carriages. Saddle-horses can generally be procured, with a little delay, in the most remote districts; the charge for them being at about the same rate per Norsk mile as for post-horses on the high roads. It is better, however, in such excursions to agree by the job for the service required.

TRAVELLING IN NORWAY, CONTINUED—DISPATCHING THE *FORBUD*.

Supposing our tourist to be bent on a journey of some extent along a highroad—to have purchased a carriage, and supplied himself with a bag of small coins for defraying his current expenses,—perhaps made some addition to his slender stores of provender, for containing which a leather pouch may be conveniently attached to the splashboard of his carriage—the only thing remaining to be done will be to make timely arrangements for the *forbud*. The mail leaves the great towns,

we believe, twice a week, and, as before observed, it will save expense to forward the tickets by the post. The traveller's departure, therefore, should be so timed as to follow the courier at some little interval. If a forbud is dispatched from the stations, a greater interval must be allowed before the traveller commences the journey. It will be desirable, in the first instance, to get some one acquainted with the road to fill up the forbud tickets. Printed forms are to be obtained in the principal towns, of which he should procure a supply. In filling them up, one for each station along the road, it is necessary to state the number of horses required, whether with or without harness, and the day of the week and month, with as nearly as possible the hour of the day, which will suit the traveller's arrival at the particular station for which the ticket is destined; and each of the tickets must be signed by him. He will therefore have to make a calculation of the number of days it will take him to perform the journey, the places at which he will stop at night, and the hours at which he may hope to arrive at the intermediate stations. An order is generally added to the forbud ticket, addressed to the station-master where the traveller intends to rest for the night, directing a supper and bed to be prepared. The rate of travelling on which these calculations are to be made is from one to one and a quarter Norsk mile per hour. The day's journey may be just as much or as little as the traveller pleases. There is no inducement to linger on the highroads, and an English traveller is generally disposed to push on. If the forbud be previously well arranged, there is no

difficulty in accomplishing seventy miles a day. Indeed, in a country where there is scarcely any night, the only limit to his progress is the traveller's power of endurance. One thing, however, it is desirable to attend to in arranging the scheme of the journey, and that is, to select, for the night's lodgings, places at which there is at least some decent accommodation and promise of fare. The post-houses in general are not to be depended on for this.

TRAVELLING IN NORWAY, CONTINUED—COURIERS OR GUIDES.

On the eve of the English tourist's departure for the interior of Norway, the question will press upon his mind and require a decision, if it has not occurred to him before,—whether, ignorant as we presume him to be of the language of the country, he can venture to embark on the journey before him without being accompanied by a courier or servant who can supply his deficiency. There will be hangers-on about his hotel, who will be eager to offer their services; and he will probably meet with persons who will be ready to assure him that such services are indispensable. For ourselves we decidedly recommend him to have nothing to do with such persons, if he is willing to exert himself, and to make the best of things as he finds them. A traveller in a country, the language of which he cannot speak, who puts himself in the hands of a foreign servant, consults his ease at the expense of his independence. Once placed in his power, he cannot help himself; he is not

only tongue-tied, but must permit himself to be bound hand and foot, and controlled in all his designs. There is a lion in the path when anything is to be done which does not suit the purposes or inclination of his trusty follower. Through such a medium of communication and interpretation the tourist will learn but little of the true character of the people among whom he travels. There are, indeed, countries and circumstances in which such services are indispensable; but that is not the case in Norway. Several of the travellers whose works have been noticed, who performed extensive tours in remote parts of the country, and have introduced us to the *vie intérieure* of Norwegian existence among all classes of society, had no previous knowledge of the language. "I hardly know anything," says one of them, "that sharpens one's wits more than travelling where one has little or no knowledge of the language. It is wonderful how soon the mind becomes familiar with the language of signs, and to how narrow a vocabulary the necessities of mankind are limited."

TRAVELLING IN NORWAY—THE LANGUAGE.

It is an English tourist's own fault, with the aid that is offered him, if he does not, at this day at least, set out on his journey with a sufficient knowledge of where he is going, how he is to go, and what he has to pay; and he must be very dull if he does not quickly learn words and expressions which will make known his wants. The Norwegian language is very much the same

as the Danish, and bears a nearer affinity to the English than any other continental language, the old Norsk and the Anglo-Saxon having been cognate branches of one original tongue. This language was probably once spoken among the people of one-third of England during the Norwegio-Danish ascendancy in this country, and, according to some writers, it has left indelible traces in the vulgar tongue of some parts of the island. Be this as it may, it is certain that a north-country man, or a Scotch lowlander finds very little difficulty in making himself understood among the Norwegians. There are vocabularies for assisting the traveller in his intercourse with them; but the mere knowledge of the words, without the power of pronouncing them so that they may be understood by a native, is obviously of little value. The method we took was this. Folding a sheet of paper into a small compass—a small-sized memorandum-book would be better, but we had none at hand—so as to go into a side pocket, and be always accessible, we procured from time to time lists of words, names of things, and useful expressions, from some intelligent native, which we repeated after him till we had got the proper tone and expression, and then wrote them down exactly as they were pronounced and met the ear, with a magnanimous disregard of the correct mode of spelling. Sometimes we got our informant to write them for us in the same manner. An intelligible pronunciation was thus secured; the words thus acquired with some effort were impressed on the memory; and when that failed, our own “phonetic” vocabulary was at hand to refresh it. Our list of words and

phrases continually increased, but we soon came to do without it.

TRAVELLING IN NORWAY—CHARACTER OF THE COUNTRY PEOPLE.

The Norwegians are an intelligent and kind-hearted people, extremely well-affected towards English travellers, and being intensely patriotic and independent, are proud to see him exploring their country. The more he trusts to his own resources and throws himself on their good-will, the more he will be esteemed and the better he will be treated. There are no privileged classes in the social and political system of Norway; all exclusiveness is held in abhorrence by its free and sturdy population; but a frank and manly bearing, kindly manners, and a spirit of enterprise will receive from them the meed of a better homage than that which is paid to the *milordo* by the slavish sycophants who wait upon his progress through softer and sunnier regions. The peasantry are, perhaps, greedy of small gains, except in cases of sheer hospitality, which is never wanting; but they are easily satisfied, and it is best not to attempt to drive too hard a bargain with them.* The English traveller, for the credit of his

* It is but fair to say that accounts somewhat differ as to the greed of the Norwegians. Our own experience, confirmed by that of most of the travellers whom we are disposed to regard as possessed of the best tone of feeling, is favourable to the Norwegian character in this respect; while we have in our eye the narrative of a long journey by a tourist of some experience, whom it would be invidious to name, which is full of accounts of the impositions practised on him. Instances of exactions will doubt-

country, should not imagine that a well-filled purse ought to purchase for him a right to a haughty and supercilious demeanour, such as no native Norwegian, whatever be his official rank or his pretensions, exhibits to his countrymen; nor should he scatter his money with a lavish hand, corrupting the tone of those who are brought into intercourse with strangers, and raising expectations which travellers who follow him may not be disposed to gratify. At present the English name stands as high throughout Norway as once it did from Calais to Naples, from Ostend to Vienna. We trust the time is distant when things will be changed in this respect; and, from the class of travellers principally attracted to the rugged shores of Norway, we have every reason to hope that it is.

TRAVELLING BY CARRIOLE—LESSONS FOR THE ROAD.

Everything being now ready, before the tourist takes his seat in his carriole, we will venture to give him a few hints on Norwegian jockeyship, which he may possibly find not without their use. He should understand then, that he may either drive the carriole himself, or permit the postboy, who is mounted behind, like


less occur, especially on the post-roads that are most frequented, and where the better feeling has become vitiated by the temptations to which the people connected with the stations are exposed. But as there is a *tariff* for every item of a traveller's expenses—and it even regulates the charges for his fare, which are entered in the *dag-bog* of every station, according to law, such extortions cannot be practised with impunity. They will be seldom attempted, if it is perceived that the traveller knows what he is about.

the conductor of a Hansom's cab, to handle the long reins and drive it for him. Most English, as well as native, travellers prefer the former, even if they have not before been accustomed to driving; and if the tourist will attend to one simple piece of advice, which we will presently offer him, there is no reason why he should not do so in full assurance of safety. Mr. Barrow gives an amusing account of his sensations on his first attempt at driving in Norway. "On this occasion," he says, "I confess I felt myself rather awkward, it being, strange to say, the first time I had held the reins in my hand! And I was now on the point of setting out on a long and perilous journey, and to drive myself over the worst of all possible roads, and along some of the most frightful precipices that are probably to be found in any part of the civilized world. Of this we were fully apprized, and I had collected from De Capell Brooke's travels that he considered four things were essentially necessary for such an undertaking in Norway,—a skilful driver, a strong vehicle, good nerves, and harness in perfect order; and that on these the safety of the traveller, in a great measure, depends. Add to all which, it was stated that a great degree of expertness in driving was absolutely necessary, particularly in guiding a carriage down the side of a mountain nearly perpendicular, over a road barely the width of the carriage, and the sides opening upon a yawning precipice. All this had made a strong impression on my mind, as I was contemplating to make the same kind of journey; and now that I was actually on the eve of mounting, I began to

hesitate. I was conscious that I was not a skilful driver, distrusted the strength of my vehicle, and thought that the harness was as likely to break on ascending the first hill as not. I had therefore nothing but my 'good nerves' to trust to, and happily they carried me through."


The nerves have need, indeed, to be well strung for travelling on Norwegian roads; but the best pitch to which they can be braced is, a determination to let things take their course, be the apparent danger what it may. The carriages are slightly built, the harness at country stations is often old and in bad repair, and yet it is astonishing how small a number of accidents happen. We attribute this, notwithstanding great authority to the contrary, neither to strength of nerve or expertness in the drivers, except so far as the former is entirely passive, but to the great sagacity and sure-footedness of the little Norwegian horses. Though undersized, they are generally strong and full of spirit. The rapidity with which they descend the steepest hills, and the agility with which they keep their footing, and turn the sharp angles of a precipitous descent, are wonderful. When the tourist first mounts a steep ascent, walking up it, as is the usual practice, to spare the horse, he probably finds on topping the crest of the hill that the declivity on the other side is steeper than the ridge he has just ascended. He looks down the road, which presents an angle of perhaps forty or fifty degrees, "a yawning gulf," on one side, as Mr. Barrow says, terminating in a foaming torrent beneath. The tourist walks on to spare both his nerves and his horse;

he has no idea how a loaded vehicle is to get to the bottom of such a precipice. But in this way he would never reach the end of his journey. His conductor knows better. The startled tourist is recalled by unmistakable signs, and made to resume his seat in the carriage. Scarcely has he done so, than he finds himself flying along the edge of the abyss, jolting over loose stones, and whirled down the precipice with a rapidity that leaves him absolutely breathless, and may well shake the firmest nerves. The loss of a linch-pin, or the fracture of a strap in the harness, might be fatal; but the Norwegian horse never stumbles; it knows and is equal to its work. It is not, then, to his dexterity in driving that the traveller owes his safety. The only accident to which Mr. Forester was exposed during a long journey arose, he tells us, from his checking his horse when, on descending just such a declivity as has been here described, he apprehended it was approaching too near the edge of a precipice, and thus causing it to swerve, threw it over the bank. The advice, therefore, which we offer to the inexperienced traveller in Norway is to interfere as little as possible with the horse he drives, particularly at critical junctures. An experienced "whip" is too apt to think that he can assist the animal, by "holding him up" while descending a steep hill, as he has been accustomed to do at home; but the Norwegian bridle has no sharp curb, the horse is free to exercise the agility with which nature has endowed him, the reins are probably an old rope which snaps like packthread with a strong pull, and the driver's seat is too low to give him any power



over the horse. Here the most unpractised charioteer is on a level with the most expert. His safety and comfort depend upon his placing the most implicit confidence in the faithful animal which is rapidly whirling him down the dangerous pass.

But even in circumstances where he might exercise it without any danger, the traveller has less control over the movements of his horse than he might at first suppose. He will quickly learn the rule of the road, which is that he is to keep to the right, and he will avoid a passing vehicle, if he should chance to meet one. But he can do little to accelerate the pace, however he may be inclined to do so. A whip is an abomination to a Norwegian peasant; the spirited little horses seldom require the lash, and we never carried one in any of our journeys. The conductor, who sits behind you, is not an impassive observer of your proceedings. He is very careful of his horse, and if you attempt to urge it to what he thinks is an unreasonable speed, he can moderate the pace by a peculiar whistle, despite of all your efforts; while, when he pleases, the well-known sound of a certain chirrup excites the animal to greater exertion. In general, however, the post-boys are very good-tempered, and will permit you to have your own way; to which the optional *drikke-penge* at the end of the stage no doubt contributes. If they are obstinately surly or phlegmatic, persisting in checking what you think a reasonable speed, the only way to deal with them is to hand them the reins and desire them to drive themselves, at the same time taking out your watch and pointing to the hour at which you are due



at the next station. Their liability to a fine for needless delay will suffice to enforce greater diligence. On the whole, we believe, that all tourists are agreed that travelling post with a carriage in Norway, in fair weather, is the most exciting and delightful way of traversing a country they have ever experienced.


HOW FAR IS IT PRACTICABLE FOR LADIES TO TRAVEL IN NORWAY?

It is a very natural question, and it may perhaps occur to some of a class of our readers to whose gratification we should greatly wish to contribute, whether ladies can be advised to travel in Norway. We meet our fair countrywomen crossing Alp and Appennine, braving the terrors of malaria in the Pontine Marshes, and of banditti in the defiles and plains of Campania. We see them climbing the passes of the St. Bernard and the St. Gothard, and scaling the slippery steepes of the Montanvert; the Lago di Como finds them gliding over its treacherous waters, and the Lake Lemman sketching on its picturesque shores. Why are they precluded from the pleasure of exploring the romantic scenery of Norway? What is to prevent their embarking on the Miösen or the Tind-Soe, penetrating to the valley of the Maan, gravelling the forest-clad base of Gousta-Fjeld, and listening to the mysterious throbbings of the mighty Rjukan-Foss, or threading the mountain passes of the Dovre-Fjeld and the Fille-Fjeld? There is often in our fair countrywomen no lack of a spirit of enterprise equal to our own, and of a curiosity at least

equally keen ; while, in cheerful submission to hardship and patience under privation, many of the softer sex would more than rival those who are better framed for stern endurance. How is it to be accounted for that we meet so few, none, we believe, of our countrywomen travelling in the interior of Norway ; and are there sufficient reasons for their being excluded from the gratification of such a tour ?

Let us see what experienced travellers have said on this subject. The Rev. Mr. Smith, in the Introduction to his beautiful Plates of Norwegian Scenery, remarks : "I am not ignorant of the indomitable spirit, energy, and courage with which English ladies will surmount the greatest difficulties, and brave the utmost peril. I can easily believe many would scamper with fearless intrepidity on Norwegian ponies down the almost perpendicular cliffs of a fjord, and through trackless rocks and dismal forests ; but I doubt if they will be so easily persuaded to entrust themselves to the rough arms of a Norwegian boatman, redolent with finkel, repose their delicate limbs on a shaggy bearskin in some Norwegian barn, or wrap their cloaks around them, and spend the night in a dreary forest, with a stone for a pillow and heather for a bed."

In Mr. Forester's "Rambles among the Fjelds and Fjords of Norway," there are some practical remarks on this subject. He says, "If I were asked whether English ladies could be recommended to undertake a tour in Norway, I should be disposed to reply, that much of its most interesting scenery may be visited, not only with perfect safety, but without any



particular privations or grounds of apprehension, by such as are not very fastidious on the score of accommodations,—have a reasonable share of courage and enterprise,—and are prepared to place implicit confidence in their conductors. Suitable carriages may be procured in the great towns; and on the post-roads there would be little difficulty in so arranging the day's journey as to secure proper resting-places for the night. The more enterprising might even reach the Rjukan-Foss, and other points diverging from the main lines of road, if provision could be made previously for securing saddle-horses from some of the nearest farms. In such case English side-saddles should, if possible, form part of the equipments for the adventure."

For ourselves, we agree with Mr. Smith that the want of suitable accommodations is the main obstacle to females undertaking a tour of any extent in the remoter districts of Norway, where all the finest scenery is to be found. No one who has not been an eye-witness and personal sufferer can form any idea of the disgusting annoyances to which travellers are exposed who have to seek their *gîte* where they can find it on unfrequented roads. The time is not come when even the great highways to Bergen and Drontheim are open to female tourists. The resting-places where decent accommodations can be obtained, are still of rare occurrence. For a lady to undertake such a journey—of three or four hundred miles—in a carriage, a vehicle which carries only one passenger, and is not much more roomy than a park chaise, with equal exposure to the weather, would be preposterous. We have often met

Norwegian proprietors travelling with their wives and families in a sort of two-horse phaeton, a roomy and commodious carriage; but that was only on good roads, and in comparatively level districts, and we very much doubt whether it would be practicable by any exertions to get such vehicles over the mountain-passes of the Dovre-Fjeld and the Fille-Fjeld, not to mention others almost as difficult on the same roads. But these carriages, which may no doubt be obtained at Christiania, can be used in short and very pleasing excursions.

The completion of the railway, now constructing between Christiania and Minde, at the foot of the Miösen, will open an easy way of access to the steamers which ply on that large and beautiful lake. Another railway is projected between the Skienfjord and the foot of the Nordsoe, and late accounts from Norway inform us that steamers are to be placed on the Nordsoe and the Flaa-Vand, which will open out the communications with the picturesque district of Tellemarken, and materially lessen the difficulty of reaching the valley of the Maan and the Rjukan-Foss. Of course various points round the coast are accessible by the steamers already mentioned, which ply between Christiania and Hammerfest;* but, for ourselves, we

* The Norwegian coast-steamers may, however, sometimes be used with advantage to reach distant points, from which it is proposed to make excursions into the interior of the country. One of these steam-boats leaves Christiania for Christiansand, on the south coast, twice a week. From thence there is a similar weekly communication with Bergen; and from Bergen, once a fortnight, there is a steam-boat to Drontheim. It proceeds northward as far as Hammerfest, touching at the principal intermediate places on the coast. The whole passage from Bergen to Hammerfest is usually accomplished in eleven days.

consider it only tantalizing to catch, from the crowded deck of a steamer, passing glimpses of distant mountain-ranges and opening valleys, among which one longs to roam in all the seclusion and freedom of action, which contribute to give them their greatest charms. On the whole, we agree with the experienced traveller we have just quoted, with a distinct recognition of the importance of his reservations, that much may even now be accomplished by ladies whose enthusiasm is kindled from what they see and read in portfolios and books of travel, into a strong desire to know something for themselves of Norwegian scenery. But we can on no account recommend them to undertake the journey unless they are accompanied by a gentleman already experienced in Norwegian travel, and in some degree acquainted with the language; or unless the party is attended by a courier who has been well recommended, and who speaks both languages, English and Danish.

It has been our design in the present chapter to associate ourselves with the intending tourist, from the first germ of thought which leads him to contemplate an excursion through the far-famed scenery of romantic Norway. We have endeavoured to forward his project by assisting him in his preparations for the tour, and pointing out the means by which it may be most satisfactorily accomplished. We have accompanied him in the preliminary journey, whether by sea or land, which has introduced him to the shores of Norway. We have prepared him for his further progress by some details of the mode of travelling in that country, and suggestions

for his own guidance. And now that, having conducted him to his carriage, he is ready to step into it and forward on his road, we bid him good speed, trusting that he will derive advantage from the aid we have been able to offer him, and nothing doubting that his visit to Norway will fully realize the expectations he has formed, and that, like all other travellers in this country, he will leave it with regret.

ROAD-BOOK FOR TOURISTS IN NORWAY.



SECTION I.

ON THE CHOICE OF A TOUR IN NORWAY—SEVERAL ROUTES PROPOSED.

IN the preliminary observations containing practical suggestions to tourists in Norway it was recommended that, as a general rule, some settled scheme for the tour should be formed in the first instance; it being assumed that, with the aids referred to, the intending tourist would be able to sketch out for himself the rough outlines of an excursion suited to his time and his taste. Having, therefore, landed him in Norway, and supplied him with general information on the modes and incidents of travelling in the interior of the country, he was left to follow the bent of his own inclination, without further help for his future guidance.

Upon further reflection, however, it appeared that the inexperienced traveller might still be perplexed in the selection of routes which would best include the several objects he might desire to accomplish, and in the guidance he would require from stage to stage in his proposed journey. There appeared also to be no means at hand exactly calculated to furnish him with the assistance he requires. To supply this deficiency, the first object will be to offer a choice of Routes, by which the greatest number of desirable points can be combined in one continuous excursion, without returning over the same ground. Succeeding sections will draw out in detail the course of the several Routes, accom-

panied by useful remarks and such short notices as may suffice to direct attention to remarkable objects.

The limited time which his avocations allow for an autumn excursion is often an important ingredient in the calculations of an English tourist; and in such a country as Norway, where the distances are great, and the season for travelling with comfort is short, it is more than ever necessary that the arrangements for a tour should be made with reference to this important element. July and August are the best months for travelling in Norway, but the excursion may commence as early as the middle of June, and be prolonged far into October; thus allowing full four months of generally good travelling weather, in the course of which the tourist, who has so much time at his command, may traverse the whole of Norway from the Lindesnæs (the Naze) to the North Cape. But a single month, from the time of leaving England, will suffice for the accomplishment of many of the tours proposed, embracing the most remarkable objects Norway has to offer. Indeed, in that space of time one of our best writers of travels in Norway visited its three capital cities, though they form the angles of a triangle, each of the sides of which is upwards of 300 miles in length, and the roads to two of them cross extensive mountain ranges. In a time almost as limited, another traveller went through the central and western districts, embracing the finest scenery in Norway, spending some days in each of two of the capitals, though great part of the excursion was performed on foot. There is no inducement to the casual visitor to linger in the cities and towns of Norway; but any one who has felt the wear and tear of long journeyings in a rough country, will understand how much some break is requisite in the fatigues and privations to which he must be exposed: two or three days will serve to recruit his strength, refit his wardrobe, and replenish his resources; and after such an interval of repose, he will be prepared to start with fresh energy on his further progress. In the calculation of time for the proposed tours, due allowance will be made for this respite, and fitting points for its indulgence pointed out.

It has been hitherto the almost universal practice of travellers to make Christiania the starting-point for their excursions.

sions through the country, the "overland route," and all the communications from England having centered in that capital. It may still be considered the most desirable base for expeditions into the districts of Trondhjem, Nordland, and Finmark, but the finest and most attractive scenery lying in the central and western districts, it will be evident on the most casual glance at the map of Norway, that Christiania, lies so much to the eastward, that to go there in the first instance, when these districts are the main object of the excursion, is so much time lost. Not that this, the present capital of the kingdom, with its enchanting fjord and the beautiful scenery of the Mjösen-vand, with other attractive objects in the neighbourhood of Christiania, ought to be omitted from any well-digested plan of a visit to Norway. But where the main design is to visit the western districts, and points of interest connected with the routes to them, it is desirable that Christiania, with its neighbourhood, be reserved for the conclusion of the tour, being made the place of embarkation on the return to England, instead of the starting-point for an excursion into the interior of Norway. That city will otherwise have to be visited twice, and it would be difficult to frame a tour of moderate extent, without having to retrace the steps on a road already travelled.

So much was this difficulty felt by some former tourists, that, wishing to be landed at once on the south coast, at any point from which they might plunge at once into the heart of the most romantic districts of Norway, they have, as before remarked, encountered with this object all the annoyances of a passage in the ordinary trading-vessels. During the last season, however, a speedy and direct communication was opened with the south of Norway, by the English steam-boats calling regularly at Christiansand. There is some doubt whether this will be continued; but at all events, the lightly equipped and active tourist will find no great difficulty in being put ashore, either there or at some other port on the south-coast, by one of the numerous pilot and fishing-boats which ply along the shore. It does not much matter where, as the road along the coast joins all the routes in this quarter. By this plan something will be saved in the outward voyage, and the tourist's natural longings, after sighting the coast, to ramble without

loss of time in the recesses of the mountains which he is invited to explore, will be gratified; so that in four or five days after leaving England, he may, if he please, find himself far up in the land where he would be: an object not to be accomplished in any other way without double or treble loss in time and distance. The same object may be attained by taking the road through Germany already pointed out; as the steam-boats from Kiel meet, at Sandæsund, those which touch at the ports on the south coast; or, still better, by the new line between Hamburg, Christiansand, and Bergen. See "Routes of Steam-ships," Section 3.

I. Considering Christiansand, therefore, as the base of operations for the present, the *first* group of routes, diverging from thence, opens up the midland and western districts. A comparatively short circuit will embrace all the principal features of the former.

1. This will lead the tourist into the province of Telemarken, remarkable for the beauty of its valleys, the primitive manners of its inhabitants, and for the curious timber church of Hitterdal, of unknown age, and of most singular architecture. Pursuing his course through dals and forests, he will embark on the Tind-soe, one of those magnificent lakes, an inland sea, for which Norway is so celebrated. This navigation will land him at the foot of Gousta-Fjeld, the noblest mountain in the south of Norway; a short journey up the valley at its base will bring him to the Rjukan-Foss, its most splendid waterfall. Making this the extreme point of his tour in a north-west direction, the traveller, whose time is limited, may proceed by way of Kongsberg (famous for its silver mines) to Christiania, the whole of the circuit, embracing several striking objects, and through a wild, yet beautiful country, being accomplished with ease in less than a fortnight. A few days may then be devoted to an excursion to the Mjösen Vand, and other points of interest easily reached from Christiania; and if the tourist does no more, he will in this short space of time have accomplished a most interesting tour, and made himself acquainted with many of the peculiar features of Norwegian scenery. This tour may be accomplished either by Routes 3

or 4, as the tourist may choose, and Route 15. Route 3 from Arendal, by the Falls of the River Nid and the noble Nisservand, is decidedly recommended to the more enterprising traveller.

2. But if his plans are of a more extensive kind, and he wishes to visit the mountain Fjelds and magnificent Fjords of western Norway, and perhaps reach Bergen as the ultimate point of his destination in that quarter, the tourist may still make Christiansand his place of departure, taking the direct road from thence to Odde, at the foot of the Hardanger-Fjord (Route 2). So doing, he will have to relinquish the excursion through Telemarken and the Rjukan-Foss; but both objects may be combined, by not taking the direct northern road from Christiansand, but after visiting the Foss joining that route by a pleasant detour through the valleys of Telemarken, or, if the tourist is not encumbered with baggage, and has spirit and strength for a somewhat bold adventure, by crossing the chain of the Hardanger-Fjeld into the Bergenstift in a direct line from the Rjukan-Foss. This tour would be completed by returning from Bergen to Christiania by the great post-road over the Fille-Fjeld, a most interesting route.—(See continuation of Route 4 and Route 16.) This *second* circuit may be accomplished, with ordinary diligence, in about three weeks, including two days spent at Bergen, and a day or two of occasional respite on the road; one of which should always be Sunday, both from proper motives, and out of respect to the feelings of the people. The calculations should be so made, if possible, that the rest may be connected with a suitable station.

It will be convenient to throw the routes through Norway into groups connected with certain centres, and those already mentioned, and some others, having Christiansand for their starting point, will form the *first*, or south-western group.

II. 1. If the tourist does not proceed to Bergen, which city is, however, well worthy of a visit if that does not interfere with more important objects, the time saved may be most satisfactorily devoted to excursions on the Hardanger and Sogne-Fjords, including the magnificent Voring-Foss.—(See Routes 6, 7, and 8.) In that case Lierdals-ören,

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on the latter Fjord, will be the extreme northern point of the tour, and the traveller will there join the high road to Christiania.

2. Lierdals-ören is central and convenient for a series of excursions into the heart of the boldest and most magnificent scenery of Norway. These are pointed out in Route 8, and the more enterprising tourist may return to Christiania by the road described as a sequel to one of these excursions. The routes connected with Lierdals-ören form our *second*, or central group.

III. The tourist may have leisure and inclination, while he is in the western districts, to extend his journey still further northward, making Bergen his point of departure; having reached it either by one of the direct routes already mentioned, or by Lierdals-ören, on the Christiania road to the former city. In that case two courses may be suggested to him.

1. He may take the post road to Drontheim (Trondhjem)* the ancient capital of Norway, returning over the Dovre-Fjeld to Christiania. The former part of this route is somewhat toilsome, no less than fifteen fjords, and a proportionable number of intersecting ridges having to be crossed; but it will amply repay the difficulties to be surmounted. The road over the Dovre-Fjeld has been thought one of the finest mountain-passes in Europe. This extension of the tour, including a stay of two or three days at Trondhjem, would not add more than a week or ten days to the time estimated for the tour I. 2; the return route by the Dovre-Fjeld being in distance much the same as that by the Fille-Fjeld, which the tourist must then relinquish the present opportunity of visiting.

2. Connected with the route from Bergen to Trondhjem, the tourist will have the means, if his time allow, of visiting the valley of Romsdal, forming, with its mountain peaks, one of the most striking scenes in Norway. He may also make a short excursion on the Fjord to Aalesund, remarkable as being the place where Rollo fitted out his fleet for the conquest of Normandy. From Molde, if he strikes

* This name is spelt both ways. In the "Road-Book" that which is nearest the usual pronunciation of the word, *Trongem* is adopted.

Trondhjem out of the scheme of his tour, having no desire to visit cities, however ancient and curious, he may turn south along practicable roads, either following the course of the Rauma-elv (Route 21), which will land him on the post road to Christiania south of the Dovre-Fjeld, or, if he wishes not to lose its fine passes, by taking the road down the Sundal's-Elv, he will fall in with the high road at Opdal, on the northern side of the range. These routes (see Nos. 10 and 11,) and others connected with them, form the *third*, or north-western group.

IV. All the roads from the south of Norway converging at Trondhjem, the general point of departure for the northern provinces of Nordland and Finmark, this will be the place for introducing the Routes in that direction. The most frequented are those to the Namsen and Alten rivers, famous for their salmon fishing. The work would be incomplete, unless it supplied the Route through to the North Cape, though this route, traversing nine degrees of latitude in a desolate and impracticable country, is little used, even by the few travellers who extend their journey so far north, since the coast-steamers land them with ease and comfort at Hammerfest, within ninety miles of the North Cape. The routes thus connected with Trondhjem form the *fourth*, or northern group.

V. The routes which traverse the eastern and south-eastern districts of Norway remain to be noticed. Some of them, indeed, extend far beyond these limits; but Christiania may be considered as the centre from which they all diverge. Of the two main lines, one to Trondhjem, over the Dovre-Fjeld, and the other to Bergen, over the Fille-Fjeld, the best known and most frequented routes in Norway, nothing need be added to the remarks appended to those routes. It may be desirable, however, to direct particular attention to Route 15, as it forms a link connecting Christiania with the interesting excursions to the Telemarken and the Rjukan-Foss, and in fact with all the approaches to the western districts, which may be called the southern roads, in distinction from the route to Bergen over the Fille-Fjeld; and

thus with a great part of the circuit pointed out in the earlier part of this section. In the present arrangement those Routes to the westward are all connected with Christiansand and the south coast; but they will equally serve the traveller who lands at Christiania, by adopting Route 15 by Drammen and Kongsberg; and should he proceed westward, by the northern road, he may of course take them the reverse way on his return to Christiania.

1. A most interesting tour, of about a month, may be made by taking Route 21 to Romsdalen, and thence joining some of those in the central and southern group, as pointed out in the remarks on that route. On the other roads in the eastern and south-eastern districts few preliminary observations are necessary. The surface of the country in these parts of Norway is more level, and the scenery of altogether a tamer character than that of the districts which have previously passed under our notice, and the English tourist seldom lingers in this part of the kingdom. The country is, however, in many directions beautiful and diversified—lakes, forests, and rivers, being intermingled with well cultivated land—and though the elevations of the hills are comparatively low, the foreground is often backed by distant chains of lofty mountains. Many excursions of considerable interest, and within easy reach of Christiania, may be sketched out. A few of the most agreeable shall be mentioned, either as distinct excursions, or connected with the wider tours already suggested.

2. The railroad from Christiania to Minde, now in process of completion, will open to the traveller easy access to the foot of the great Mjösen-Vand, about 40 miles from Christiania; the lake itself penetrating 70 miles into the interior of the country, almost due north. Steam-boats, supplied with every accommodation and an excellent table, ply almost daily between Minde and the town of Lillehammer, at the head of the lake, where there is a good hotel. The tourist can take this course with advantage in going to, or returning from, the Dovre-Fjeld or Trondhjem, if those objects are included in his plans. He will then have to ascend the beautiful valley of Gulbrandsdal for the whole of its vast length. But if such be not his intention, it would

be well to make an excursion up it from Lillehammer, as far as his time and convenience will admit.

Returning from Lillehammer to Christiania, it will be advisable to vary the route; and, having passed up the centre of the Mjösen lake in the outward voyage, to return by the roads on one or other of its banks. Both Routes are given; but that on the eastern side of the lake, through the fine district of Telemarken, is preferable. This excursion can be easily accomplished in a week. Carriages should be taken from Christiania and the forbad for post-horses laid from Lillehammer, if it is intended to return by land. The latter precaution must never be omitted, wherever there is an opportunity of making previous arrangements, otherwise the delays will be very inconvenient.

3. The Tyri-Fjord and the Rands-Fjord are two lakes within easy distance of Christiania, the latter running 30 miles up the country, and offering many fine points of view. They lie on the road to Bergen; but if the tourist does not take that route, he may very satisfactorily employ a few days in such an excursion from Christiania. It may be agreeably varied by crossing the ridge between the Mjösen-Vand and the Rands-Fjord from Hun to Land, and returning by the Mjösen to Christiania. See Route 16. The road is good, and there are excellent accommodations at Hun, where the steamers call daily, and embark carriages as well as passengers.

4. One of the roads to Trondhjem passes through Røraas, celebrated for its copper mines; and in the neighbourhood, or the hills near the Swedish frontier, there is an encampment of Laplanders, who with their herd of reindeer are objects of curiosity not otherwise to be seen nearer than the remote provinces of Nordland and Finmark. Røraas lies about 220 English miles north of Christiania, and is approached by a post-road, which, turning off from the road on the east bank of the Mjösen, follows the course of the Glommen, the largest river in Norway; the same road also descending the river to Kongsvinger. Several travellers have taken Røraas in their way to, or from, Trondhjem; a road from it joining the great northern road at the station of Jerkin, while another, not much frequented, leads directly from Røraas to Trondhjem.

5. An excursion may be made by those who have time and inclination to some of the towns in the south-east of Norway; Kongsberg, famous for its silver mines; Drammen for its saw-mills and timber trade; Frederikshald and Frederiksværn, the naval arsenals of Norway; or to Moss, Sarpsborg, and the Falls of the Glommen. That noble inlet of the sea, the Christiania Fjord, will doubtless be navigated by the tourist, either on his outward or homeward passage, but its enchanting shores and islands offer many separate excursions of great interest.

The several routes glanced at in the last division, and more or less connected with Christiania, together with the routes connecting Norway with Sweden, its sister kingdom, compose our *fifth* group—that including the roads in the east and south-east of Norway.

By the aid of this classification, and the general view now taken, the tourist will be able to select from the choice of routes offered him those which will best suit his inclination and convenience. He is recommended not to attempt too much, unless he has entire reliance on his energies of mind and body. Estimates, which may be depended on under ordinary circumstances, have been given, in connexion with most of the defined tours, of the time required for the accomplishment of the journey proposed. But the tourist, with limited time, must recollect the importance of not missing the steam-boat from Christiania, which, at present, only departs once a fortnight; and his arrangements should be made with reference to that circumstance, his movements being accelerated accordingly in the last stages of his tour, if necessary. Several of the separate, or combined, circuits suggested, may, as already mentioned, be performed within a month, and it may be observed, in conclusion, that nearly the whole series of excursions, from Trondhjem southward, sketched in the preceding observations, may be accomplished by an active and spirited traveller in six weeks, or two months at farthest, not only without any undue haste, but with leisure to linger in scenes particularly attractive; and even, if his strength and equipments permit, to wander on foot through those parts of his tour which are best adapted to, and most enjoyed in the course of, rambles of that kind.

SECTION II.

I. ROUTES IN THE WEST AND SOUTH-WEST OF NORWAY.

ROUTE I.

CHRISTIANSAND TO STAVANGER AND BERGEN.

The most direct road from Christiansand to Bergen is by Route 2; but both are, in great measure, superseded by the steam-boats which perform the voyage during the season round the southern and western coasts of Norway, from Christiania to Hammerfest, calling at the intermediate ports, including Christiansand, Stavanger, and Bergen, particulars respecting which are given after the Land Routes. But the tourist who has sufficient leisure, and wishes to see the country, will be amply repaid for the difficulties of the journey by the present Route, which, following the coast line, crosses the numerous Fjords with which it is indented, and for the first hundred miles, at least, leads through a succession of scenery of the most diversified and picturesque character. The journey may be performed in a carriage, and to prevent delays the forbud must be dispatched according to the directions already given.

¹ CHRISTIANSAND to

Brændaaen	1 $\frac{1}{2}$
Lunde, in Sogne*	$\frac{1}{2}$

* The stations in the several Routes are given from the latest tables published by authority at Christiania [1852.] But as they are frequently changed, and are in many cases merely lone farmhouses, which do not appear on ordinary maps, the names of the parish or other locality in which they are situated are generally added; so that if the traveller should be at any loss from subsequent changes, he may, at least, be able

Vahtne, in Hölem	..	..	$1\frac{3}{4}$	
² MANDAL	..	..	1	
Vigeland, in Valle	..	..	$1\frac{1}{4}$	
³ Sandnes, in ditto	..	..	1	
⁴ Bergsager	..	..	1	
Tjomsland	..	..	$1\frac{1}{8}$	
Rörvig, in Fedde	..	..	$1\frac{1}{8}$	
Fedde	..	..	$\frac{1}{4}$	
⁵ FLEKKEFJORD	..	..	$1\frac{1}{8}$	
⁶ Sirnæs, in Bakke	..	..	$1\frac{3}{4}$	
Nysted, or Möi, on the Lunde-				
vand	..	..	1	Pay for $1\frac{1}{4}$ m.
Eide, or Eye, in Hellestad	..	..	$1\frac{3}{8}$	
Refaland, in ditto	..	..	$\frac{7}{8}$	
Svalestad, in Hölleland	..	..	$\frac{7}{8}$	
⁷ Slettebö, in EGBERSUND	..	..	1	
Hegrestad, in ditto	..	..	1	
Hölleland	..	..	$\frac{5}{8}$	
⁸ Haar, in Barboug	..	..	1	
Hobberstad, in ditto	..	..	$\frac{5}{8}$	
Søyland, in Nærbö	..	..	$\frac{5}{8}$	
Ree, in Theme-Sogn	..	..	$\frac{1}{2}$	
Skiefveland, in Højland	..	..	$\frac{7}{8}$	
Sannæs, in Söme	..	..	$\frac{5}{8}$	
⁹ STAVANGER	..	..	$1\frac{1}{8}$	

25 $\frac{1}{2}$ N. m. 181 E. m.

¹ CHRISTIANSAND stands well at the bottom of a deep bay, called the Topdals-Fjord, which forms a fine harbour. It is a place of considerable trade, and a bishop's see, and from the number of gardens included in its circuit, the town covers a large space of ground, the population being 12,000. The "Britannia" is the principal hotel; but there is much more comfort, and the charges are reasonable, at a house kept by Mr. Rosenkilde. Messrs. Sewell's letters of credit

to ascertain whereabouts on his line of road the new stations must lie. Munch's map is invaluable for occasional reference, as it contains the names of all the places, however unimportant, which can by possibility become stations. But it is, consequently, so crowded with names, that the traveller will find it convenient to carry also a clearer map for general purposes.

are payable here, and the traveller will do well to obtain a good supply of the Norwegian currency. There is not much to detain the traveller at Christiansand; but the cathedral is worthy of a visit, as well as the ancient church of Oddernæs, over the bridge, where there are some old tombstones, and a Runic stone supposed to be of the eleventh century. The wild scenery of the Torrisdals-Elv will repay an excursion to the Hel-Foss. Route 2 follows the romantic course of this river to its source in the mountains.

² **MANDAL**.—A small fishing town, from which an excursion may be made to the Naze, or Lindesnæs, the S.W. point of Norway, on which there is a light-house. It is generally the first object seen by the tourist on approaching the coast. See "Norway and its Scenery," p. 85.

³ *Sandsnæs* is the nearest point of the road to the Lindesnæs; the tourist may probably procure a boat down the little Fjord, a distance of 14 English miles.

⁴ *Bergsager*.—Cross here the Lyngedals-Elv*, up which a horse-track leads to the lake of the same name, through a very picturesque valley, and afterwards passing the mountains, joins the road in Route 2. All this part of the main road offers scenes of great variety and beauty.

⁵ **FLEKKEFJORD**.—A town of considerable trade, with a good harbour, but the entrance of the Fjord through rocky headlands is extremely narrow and difficult. It was here that the "Neptune" steamer was brought in during a gale of wind in 1852 by a female pilot, who has been called the "Grace Darling" of Norway.

⁶ *Sirnæs* in Bakke.—The Siredals-Vand, a picturesque lake, extends for nearly 20 English miles to the north of Bakke.

⁷ *Slettebø*.—Egersund, a small town supported by the herring and lobster fisheries, for which all this coast is celebrated, stands at the head of a small bay $\frac{1}{3}$ rd of a mile north from this station.

⁸ *Haar*.—Here the road approaches the North Sea. Its romantic character ceases after crossing the lower range of the long chain of mountains which, extending the whole

* It is not intended, as a general rule, to notice all the rivers and fjords crossed in the several routes, as no tourist can be recommended to travel without a good map, on which he will find them laid down.

length of Norway, parallel with the coast, terminates in the promontory of Lindesnæs.

* STAVANGER.—A large town, containing upwards of 8000 inhabitants, the principal station of the herring fisheries on this coast. It was formerly a bishop's see; the cathedral, in the style of early English architecture, is still in good preservation.

ROUTE I. *continued*.—STAVANGER TO BERGEN.

There are so many water stations on the remainder of this route, and so little that is interesting in the land stages, that the tourist is advised to take the steam-boat from Stavanger to Bergen. Failing to meet it, he may go forward in boats, there being water-stations all the way.

Road Stations.

* Gangenæs, in Rennisø	
Island . . .	1
* Judebjerget, in Findø	
Island . . .	1
* Jelstranden . . .	2
* Vigedal-søen . . .	1½
Træet, by Sanddei, in	
Vigedal . . .	½
Aalen, in Fjælberg . .	¾
* Etnæsøen . . .	1
Sknønevig-søen . . .	1
** Olfenæs, in Sknø-	
nevig . . .	¾
Vahlen, in ditto . . .	¾
Helvigen, in Quin-	
herred . . .	1
* Huse, in ditto . . .	1½
Sundfjord, in ditto . .	½
* Særnvold, in ditto . .	1½
Fuse, in ditto . . .	¾
* Hatvigen, in ditto . .	½
* Onsøen, or Inner	
Moberg . . .	½
Atlestad, in Fane . . .	1½
BERGEN . . .	1½

18½ N. m.
132½ E. m.

Boat Stations.

Fjeldøen . . .	1½
Forresvig . . .	1½
Kopervig . . .	1
Hougesund . . .	1
Lyngholmen . . .	1½
Tjernagelen . . .	1
Mosterhavn . . .	1
Folgerøen . . .	1
Engesund . . .	1
Bækkervigen . . .	1
Ostre Bagholm . . .	1
Bukken . . .	1½
* BERGEN . . .	2

16 N. m.
112 E. m.

¹ The first four stages in this route, as well as all the others marked *, are performed by water.

² *Olfernes*.—There is a track, marked in the maps, from Fjæren, at the head of the Aakre-Fjord, above Sknønevig, by the foot of the Folgefonde glacier to Seljestad, near the bottom of the Sør-Fjord, and other tracks by the Folgefonde to the Hardanger, more to the north. Any of these roads must be very interesting, and would save time to tourists wishing to explore the fine scenery of the Hardanger from this Route instead of following it to Bergen; but these passages should not be attempted without an experienced guide.

³ BERGEN.—The hotels here are not frequented by English travellers, but there is an excellent establishment, kept by Mrs. Sontum, where all the comforts of a private house are found, with the kindest attentions. Mr. Alexander Greig, the British Vice-Consul at Bergen, is well known for his readiness to give friendly assistance and advice to English tourists. Principal objects in Bergen:—The harbour with its variety of shipping; the fish-market; the German quarter and curious church; the castle, and Walkendorf's tower, with the old king's hall and the esplanade; and the museum, containing a collection of Norsk antiquities, and specimens of the animals peculiar to the country, &c. For further particulars of Bergen, see "Norway and its Scenery," p. 174.

ROUTE II.

CHRISTIANSAND TO THE HARDANGER AND BERGEN, BY SÆTERSDALEN.

This is the most direct route from Christiansand to Bergen; but as great part of it runs through wild and thinly inhabited districts, with only horse-tracks for roads, and resting-places of the most wretched description, it is little frequented even by Norwegians. The hardy tourist will, however, find compensation for his fatigue and privations in the variety and grandeur of the scenery; some of the finest in the south of Norway. If this route be not pursued all the way to Bergen, which is not advisable, no more agreeable excursion can be chalked out for a tourist lightly equipped and willing

to rough it, than to follow the road as far as Bykle, or at least to *Valle*, in *Sætersdalen*, about 120 English miles from Christiansand, and then to diverge by a horse-track to the right, which leads in about 80 English miles into the beautiful valleys of Telemarken, where the tourist will fall in with Route 4, and taking the Rjukan Foss in his circuit, may proceed either to Christiania or Bergen. Mr. Inglis (see "Norway and its Scenery," p. 19.) has given a delightful account of this excursion. He followed this route as far as Bykle, from whence he struck off to the east; but in general it would be better to do so at Hømmeland, $\frac{1}{2}$ Norsk mile beyond Valle, when the Torris-Elv makes a bend to the west.

This excursion, as well as the long journey to Bergen by this route, is attended with the inconvenience, that as there is no carriage-road beyond Valle, it is useless to take a carriage from Christiansand, and the whole journey must therefore be performed on horseback, except the traveller prefers using the country cars provided at the stations, and which may be taken as far as Valle. There are regular stations all the way, but horses must be previously engaged by the forbud, or the delays on so long a route will be harassing. The tourist's baggage should be very portable, but it must include a small stock of such eatables as can be easily carried. He will do well to consult the directions on these particulars given in the preliminary chapter. The stages from Christiansand are as follows:—

¹ Mosby	..	..	1
Homsmøen..	..	..	1 $\frac{1}{2}$
Rejersdal	..	..	1
² Hægeland ..	..	..	1 $\frac{1}{4}$
Moe ..	..	..	1 $\frac{1}{2}$
³ Fabret, in Hordnæs	..	..	$\frac{3}{4}$
⁴ Guldsmøen, or Senum	..	..	2
Langerak ..	..	..	1
Aakhuus, in Bygland	..	..	1 $\frac{1}{4}$
Froisnæs ..	..	..	1 $\frac{1}{4}$
⁵ Langeid ..	..	..	1
⁶ Rysjestad ..	..	..	1 $\frac{1}{2}$
Rjige, near Flarenden	..	..	1 $\frac{1}{2}$
Valle, in Sætersdalen	..	..	1

Bjørneraa	..	..	1½
• BYKLE	..	..	1
Vatndal	..	..	2
• Guggedal, or Aarhus, in Suledal			3
Gautetun	..	..	¾
Botten	..	..	2
10 Horre, in Røldal	..	..	½
Seljestad	..	..	2
Skare	..	..	1
Hildal	..	..	1
Bustetun, near Odde	..		1

33¼ N. m. 234¼ E. m

For the continuation of this route from Odde, on the Sør branch of the Hardanger-Fjord, to Bergen by Vossevangen, see Route 5.

¹ *Mosby*.—Here the high road leaves the Torris-Elv to the right, and crossing some steep ridges, before reaching the next station it passes through park-like scenery, green slopes dotted with woods.

² *Hægeland*.—After threading a chain of small lakes, the road here reaches the foot of the Rile-Fjord, a long, narrow strip of water into which the Torris-Elv expands.

³ *Fabret in Hordnæs*.—The road follows the windings of the lake northwards for about 18 English miles to this station, the scenery improving, and becoming peculiarly Norwegian, and highly romantic.

⁴ At *Guldsmedmøen*, the road crosses the Torris-Elv, and for upwards of 20 English miles, coasts the Aardals or Bygland-Fjord, first on the right and afterwards on the left bank. This is also a narrow sheet of water, the very perfection of picturesque beauty, while all around is in a high style of wild and savage grandeur.

⁵ *Langeid*.—Half way from Froisnæs, the road, leaving the head of the Bygland-Fjord, again follows the Torris-Elv, rapidly approaching the gorges of the mountains, the pine-covered sides of which inclose the head of the Fjord.

⁶ *Rysjestad*.—The Torris, here called the Otteren, Elv, flows through a deep valley among mountains which rise to the height of 3000 to 4000 feet; the scenery of the wildest and most magnificent character.

⁷ *Valle in Sætersdalen*.—The natives of this sequestered district preserve, in much of their original purity, the costume, manners, and customs of ancient times. The former, however, is now only displayed in all its glory on bridal and other great occasions. At the marriage-feast it was usual for the bridegroom, on returning from church, to cut with all his strength one of the rafters in the hall, where the notch remained to future years to show his prowess, and that he had not degenerated in the use of his father's sword. A blue jacket and several waistcoats of a bright colour are worn, the outermost having silver buttons. The black breeches are kept up by a yellow leather belt, called the brass belt, from the number of brass buckles and buttons rivetted close to each other. From this is suspended a double sheath, containing a knife and kind of fork, used for a weapon. The most peculiar article in the female costume is the stately Tjeld, a large piece of white wadmél (of home manufacture), two yards in length and the same in breadth, with red and yellow borders wove in. It is thrown round the shoulders in tasteful folds, and gathered under the left arm. This article of dress reminds one of the plaid of the Scotch, and the red and white whittle of the Welch mountaineers. The road is less rugged after leaving Valle, though constantly ascending, the river being now only a stream, such as the Derwent at Matlock, or the Dee in Mar Forest. The route is impracticable for carriages beyond Valle.

At *Hommelønd*, $\frac{1}{2}$ mile Norsk beyond Valle, the tourist who does not further pursue this route to Bergen, having obtained a guide at Valle, will cross the mountains in his way into Telemarken to a farm called Bondal, upwards of 20 English miles from Valle. About 10 miles beyond, he will fall in at Lillestuen with a regular station road, which will bring him by Veum ($1\frac{1}{2}$ Norsk mile) and the head of the Vraa-vand to Nardal, on the north shore of the Bandagsvand (3 Norsk miles), and at *Høidalsmøen* ($1\frac{1}{2}$ Norsk mile), into the post road, Route 4. But the tourist is recommended to fall down the Vraa-vand to *Møen* in Vraadal, where he will join Route 3.

⁸ *BYKLE*.—The traveller who pursues this route to the Hardanger-Fjord and Bergen has a most dreary road before him. At Bykle, a village in a wide valley between two ranges of lofty mountains, he will leave for a time all signs of cul-

tivation and human habitation. The road still leads north for about 10 English miles, following the course of the Torris-Elv, now a mountain torrent; it then turns abruptly to the west, up one of its tributary streams, which flows from a chain of narrow tarns, or mountain lakes, in *Vatndal*, which the road coasts.

⁹ *Aarhus*.—Descending into Suledalen, the Suledal-vand, a large sheet of water is crossed to Gautetun.

¹⁰ *Horre*.—Here Route 4 is joined, which see for the continuation of the route to Bergen.

ROUTE III.

CHRISTIANSAND, BY ARENDAL, TO THE TELEMARKEK AND RJUKAN-FOSS.

This route is little known or frequented, but it opens a ready access from the south coast to some of the most delightful and striking scenes in the south of Norway. Soon after leaving the town of Arendal, it follows the course of the Nid, a fine river, to its magnificent Falls, not far from the foot of the Nisser-Vand. This noble lake, running due north and south, 30 English miles, is ascended to its northern extremity at Møen, from whence there are regular stations and a good post-road to Sundbø in Lomodden, [see Excursion in Telemarken, in Route 4,] and so on to Tinoset, where our present route joins others, which there converge towards the Rjukan-Foss, and onward to the Hardanger-Fjeld and the Voring-Foss. The Norwegian government was so sensible of the importance of this line of communication with the interior, which has long been used for conveying goods on pack-horses, that a few years since it caused a good road to be formed through part of the route, which was before impassable for wheel-carriages. A carriage may now be taken as far as Tinoset, where it may be left till the traveller returns to that point from his excursion to the Rjukan-Foss, if he purposes then, in the shorter tour suggested, to take Route 15 to Christiania; but it will be useless, after Tinoset, if he follows out Route 4 to the westward. There is no difficulty in the case to tourists who, on occasion, can perform part of their journeys on foot,

in cars, or on horseback, and are suitably equipped. In the present route the tourist may still go by the steam-boat from Christiansand to Arendal, the least interesting part of the road, or according to a former suggestion, he may land at the latter port.

Kostøl, in Tvede ..	..	$1\frac{1}{8}$	
Aabel, in Birkenæs ..	..	$1\frac{3}{8}$	
Tvede, in ditto ..	..	$\frac{5}{8}$	
Möglestue, in West Moland		1	
Landvig, near GRIMSTAD		$1\frac{1}{4}$	
Bringsværd, in Fjære ..	..	$\frac{3}{4}$	
Lærrestvedt, in Øiestad		$\frac{5}{8}$	
¹ ARENDAL (Bløddekjær) ..		$\frac{3}{4}$	
Brække, in East Moland ..	..	$\frac{7}{8}$	Pay for $1\frac{1}{8}$ m.
² Ubergsmöen ..	..	$1\frac{5}{8}$	
Uxvatten ..	..	$1\frac{3}{4}$	
³ Tveit, in Omlid ..	..	$1\frac{1}{4}$	
Öy ..	..	$2\frac{1}{8}$	
⁴ Houjsgasund ..	..	1	
Tveitsund, in Treungen ..	..	1	
⁵ Bakka, in Nissidal ..	..	2	
⁶ Möen, in Vraadal ..	..	2	
⁷ Spjotsodden, in Hvidsö ..		1	
Omthveit ..	..	1	
Midbö, in Lomodden ..	..	$1\frac{7}{8}$	
Sundbö ..	..	$\frac{7}{8}$	
Mælandsmo, in Hjerdal		$1\frac{1}{8}$	
Sauland, in ditto ..	..	$1\frac{1}{2}$	
Kroshuus ..	..	$1\frac{3}{4}$	
Tinoset ..	..	$1\frac{1}{4}$	

$31\frac{1}{8}$ N. m. $223\frac{1}{8}$ E. m.

¹ ARENDAL is pleasantly situated at the head of one of the branches of a small Fjord, the water of which is so deep, that large vessels lie close to the quays, and in the coves of the rocky harbour. The Nid-elv discharges itself into the fjord. Arendal is a busy place for trade and ship-building. A good hotel has been lately opened by Mr. Anthony Sandberg, close to the water.

² *Übergsmöen*.—The route follows the high road along the coast between Christiansand and Brevig, to near this station. (Route 4.) The new road turns off at Holt, and passing the extensive iron foundries at Næs, and a small lake, crosses an undulating country, through fine forest scenery.

³ *Tveit, in Omlid*.—A boat may be procured near the præste-gaard, or parsonage, and the Nid-elv, which is here as broad as the Thames at Richmond, ascended for a Norsk mile. Tveit is a good resting place after a day's journey from Arendal, and there are fair accommodations.

⁴ *Houjsgasund*.—Here the new road passes close to the Falls of the Nid, the rocks having been blasted, and the road conducted to the level above the Falls with great engineering skill. There are three falls, one of which, though not of great depth, is very magnificent, from the immense volume of water, and the accessories of rocks and woods. They are on a grand scale, and it is curious to see the pine logs, floated down from the forests far up the country, which are dashed over the ledge of rocks, and carried down the stream to the port of Arendal.

⁵ *At Tveitsund* a boat is taken for the navigation of the Nisser-vand. This noble lake, lying out of the usual routes, has been little visited. It is about thirty English miles long by two or three miles broad, and being inclosed on both sides by almost perpendicular cliffs of vast elevations, broken only by overhanging forests of pine; its features, though sombre, are very magnificent.

⁶ *Bakka*.—The mountains here recede from the shore, and inclosing the green pastures and corn land of Nissidal with the church and village in a vast semi-circular sweep, again approach and shut in the lake, the scenery of which, after being thus enlivened, becomes still more bold as the head of the lake is approached, when a distant chain of mountains, far in the N.W., comes into view.

⁷ *Landing at Möen, or Eidstuen*, horses and cars can be procured, after some delay, to prosecute the journey. At the next stage, the Hvidsö-vand is crossed by a ferry; a mass of mountain, 4,000 feet high, towering over the ferry, and the scenery of mountain, forest, and water, being very fine.

⁸ *Spjotsodden* is a station of the new steam-boat on the Hvidsö-vand, and other waters connected with it, of which

advantage may be taken either for continuing the route, or for very pleasant excursions. By ascending the Bandaks-vand to Lardal and *Dalen*, the tourist can join Route 4 at Ofte, and either follow that route to the westward, or reach the valleys of Telemarken by an easy detour, meeting the present route at Omthveit. The Laurmand, or provincial judge, at Dalen, is a most intelligent and obliging person, and is willing to give advice and assistance to travellers. Pursuing our route from Spjotsodden, after ascending a steep hill, the journey will be pursued rapidly, through an undulating country, to Lomodden, on the Sillejord-vand, where decent accommodations are found at *Midbø*. For notices on the route from this place, see Route 4.

ROUTE IV.

CHRISTIANSAND, BY SKIEN AND THE TELEMARKE, TO BERGEN; WITH BRANCHES TO THE RJUKAN-FOSS, THE HARDANGER-FJELD, &c.

This route, or selected portions of it, will answer the purpose of tourists, with limited time, who landing at Christiansand, or any port to the east of it, may wish to carry out the plan for a short tour previously suggested. It would be desirable to purchase a carriage for the first part of the journey, which might be parted with at Porsgrund or Skien, without any great loss; it can be of little use afterwards, unless it is intended to take the post-road from Skien to Bergen, and even then it would be of no use further than Vinje, where it could not be disposed of. This way of penetrating into Telemarken by the newly-established steamboats on the Nordsø and the Hvidsø, and thence proceeding to the Rjukan-Foss, will be found very convenient. Calculations should be made with reference to the departure of the steamboats, and the forbud to Skien dispatched by post, that there may be no delay in getting rapidly over the least interesting portion of the route. If the tourist finds himself incumbered with luggage unsuitable to the prosecution of his plans, he can easily forward all superfluities from Porsgrund to Christiania, to wait his arrival there. The stations as far as Arendal are given in Route 3.

ARENDAL	..	..	$7\frac{1}{4}$	
Brække, in East Moland	..	..	$\frac{1}{4}$	Pay for $1\frac{1}{8}$ m.
Angelstad, in Holt	..	..	$1\frac{1}{4}$	" $1\frac{1}{2}$ m.
West Røed	..	..	$1\frac{1}{4}$	" $1\frac{3}{8}$ m.
Holt, or East Røed	..	..	$1\frac{1}{4}$	" $1\frac{3}{8}$ m.
Humblestad	..	..	$1\frac{1}{4}$	
Ødegaarden	..	..	$\frac{5}{8}$	" 1 m.
Rosland	..	..	$1\frac{1}{8}$	" $1\frac{1}{8}$ m.
Utgaarden	..	..	$\frac{3}{4}$	
¹ BREVIG	..	..	$\frac{3}{4}$	" 1 m.
¹ PORSGRUND	..	..	$1\frac{1}{4}$	
² SKIEN	..	..	$\frac{3}{4}$	
² Fjærstrand	..	..	$\frac{1}{4}$	
Bergane	..	..	1	
Namløs	..	..	1	
Lundefaret	..	..	$1\frac{1}{4}$	
Nordbø	..	..	$1\frac{1}{8}$	
Skakevje	..	..	$1\frac{1}{8}$	
Næs	..	..	1	
Sundbø	..	..	$\frac{3}{4}$	
Lomodden	..	..	$\frac{7}{8}$	
Omthveit	..	..	1	
Berge	..	..	$\frac{1}{2}$	
Høidalsmøen	..	..	$1\frac{1}{4}$	
Ofte	..	..	$1\frac{1}{4}$	
Leerlid	..	..	$1\frac{3}{8}$	
⁶ Vinje	..	..	$1\frac{3}{8}$	
Nordgaard	..	..	$1\frac{3}{4}$	
⁷ Gugaard	..	..	$1\frac{1}{8}$	
⁸ Horre, in Røldal	..	..	6	
Seljestad	..	..	2	
Skare	..	..	1	
⁹ Hildal	..	..	1	
Bustetun (Odde)	..	..	1	

48 $\frac{1}{8}$ N. m. 336 $\frac{3}{4}$ E. m.

¹ *Brevig* and *Porsgrund* are small towns on the left bank of the Langösund, a broad inlet of the sea, which gives them advantages for a considerable trade. A ferry is crossed from *Strathelle* to *Brevig*, and there is a steam-boat from *Brevig*

to Skien. Brevig stands in a beautiful district among hills. Porsgrund has two divisions, one on the mainland, the other on an island, connected with it by a drawbridge.

² *Skien*, at the head of the Langösund, one of the oldest towns in Norway, is also a place of trade, increased by the new steam communications on the inland waters. By means of these and the sea-going steam-ships, the tourist can now proceed by water all the way (except a short passage of less than $\frac{1}{2}$ Norsk mile) from England into the heart of the finest scenery in the south of Norway.

³ *Fjærstrand*.—This is the station for the steam-boats on the Nordsö, mentioned presently. The route follows for some distance its right bank, and might be varied by taking the steam-boats to its head, $1\frac{1}{2}$ Norsk miles from the station of Nordbö, or the boat will land the tourist at a station from whence, by crossing $\frac{1}{2}$ Norsk mile, to the Flaa-vand, where the steam-boat, on that lake and the Hvidsö-vand and Bandaks-vand, will convey him to *Dalen*, mentioned in Route 3. The scenery towards the head of these lakes, where the mountains close in upon them, is very magnificent.

⁴ *Lomodden*.—There are fair accommodations at Midbö, not far from the station. Lomodden is in the centre of the district of Telemarken, for which see particulars in the "Excursion" which follows this Route.

⁵ *Omthveit*.—The road now becomes very hilly, and the country wild; but there are magnificent views of the mountains to the west, part of the great Hardanger chain.

⁶ *Vinje*.—Here the track subsequently pointed out from Dal and the Rjukan-Foss joins this Route.

⁷ *Gugaard*.—Carriages cannot proceed beyond this station, at which there are good quarters. From some of the maps and road-books the tourist might be led into the error of supposing that the post-road is continued all the way to Horre in Rödäl; but soon after leaving Gugaard, a vast elevation is reached, and the road, a mere track, passes over almost continuous fields of snow for forty miles. As it is desirable to effect the passage of this elevated plateau in a single day, the best plan is to obtain quarters for the night at a farm called *Voxlid*, about 4 Norsk miles from Gugaard, at the foot of the ascent, where there is, at least, hospitable entertainment, and the farmer, who is an excel-

lent fellow and experienced guide, will furnish horses for passing the fjeld. If the traveller be fortunate in the weather, he will descend, at the end of the next day's journey, into the charming valley of Rödäl, at which village he will find good entertainment at the house of Mr. Svend. The præsten, Rev. Mr. A. Mohr, is also very obliging.

* From *Horre* there are regular stations to Bustetun, at the foot of the Sör-Fjord, the southern branch of the Hardanger-Fjord; but between *Horre* and *Seljestad* there is again a spur of the mountain to be crossed at the snow level. Descending to **Hildal*, where there are good accommodation, with excellent Hardanger ale, the views of the Folgefond Glacier and the Fjord are magnificent. Indeed, the whole route from Rödäl is full of interest. For its continuation to Bergen, see Route 5.

BRANCHES FROM ROUTE IV TO THE VALLEYS OF TELEMARKE AND TO
THE BJUKAN-FOSS, &c.

These excursions form part of the short tour suggested. They are facilitated by the steam-boats lately established on the Nordsö, which have their station at Fjærstrand, near Skien, in the present route. According to the latest accounts, they start from Fjærstrand every Monday, Tuesday, and Wednesday at 2 P.M., and on Friday and Saturday at 7 A.M., accomplishing the voyage in about six hours. The steam-boats return from Hitterdal on Tuesday, Wednesday, and Thursday at 5 A.M., and on Friday and Saturday at 3 P.M.

1. EXCURSION IN TELEMARKE.

Landing at Hitterdal, the tourist will examine with interest the curious church, the best specimen of the ancient Norwegian churches, supposed to have been erected in the 11th or 12th century on Byzantine or Romanesque models. They are built of pine timber, notwithstanding which the general effect is massive. The details are elaborate; rounded apses to the chancels, transepts, chapels and porches, exterior cloistered galleries, lofty spires or cupolas, all richly ornamented with encircled crosses on the gables, and

dragons' heads carved in bold relief projecting from the angles, break the general outline with picturesque variety.

At the station of *Søm*, in Hitterdal, Route 15, from Christiania by Drammen and Kongsberg to Tinoset, is joined. Here the tourist, who has time to spare, may make an agreeable excursion into the valleys of Telemarken. The stations from *Søm* are *Kaasa*, 1 Norsk mile up the picturesque valley of Hitterdal (the lower valley,) *Sauland*, $\frac{3}{4}$ mile, where there is a decent inn, and an excellent store kept by Herr Holst; *Mælandsmö*, $1\frac{1}{4}$ mile, in Hjerdal (the higher valley) which the road ascends, it becoming wilder at every step, till it crosses an elevated pass, to *Sundbö*, $1\frac{1}{4}$ mile, where a horse-track leads into Flatdal. The road then descends a most romantic valley, in which there is a small lake, and over which towers the Lee-Fjeld, 4600 feet high, and passing the church of Sillejord, embowered in woods, reaches *Lomodden*, $\frac{3}{4}$ mile; the whole distance from *Søm* being 36 English miles.

The Telemarken is one of the most charming districts in Norway, the most picturesque scenery being combined with great fertility in the lower valleys. The peasants appear to be in good circumstances; their costume is peculiar. The men wear a short jacket of a military cut, ornamented with silver lace and rows of small bright buttons; breeches of a dark colour, seamed with red, and woollen stockings, (the clocks of which are brilliantly worked,) with a red cap. The vest of the women is either of a bright colour, or gaudily braided; the petticoat is dark, the hem gaily trimmed with a worsted lace of red or yellow. Their head dress is a coloured kerchief, the ends of which hang down the back. Both sexes wear large brooches, and shoe-buckles, of silver.

Many of the Telemarken farmers are wealthy, and they are famed for their hospitality. On all the farms in the higher valleys of Norway a much greater stock of cattle is wintered than the home pastures will feed in summer. In the early part of July these are driven to the *Sæters* on the lower Fjelds, a distance of sometimes 40 or 50 miles, where the attendants, generally the girls of the family, take up their abode in huts built of logs or rough stones, like the *chaléts* on the Alps, and employ themselves in tending the cattle and converting the cows' milk into butter and cheese.

Wild as are these vast solitudes, it is often a season of mirth and gaiety, especially when a number of young people assemble from different saters on a Saturday or Sunday evening. Then a fiddler seats himself on a block of stone, and they dance to tunes which vary from melancholy to gay. Often the cows form a circle round, and wanton kids and lambs intervene in the mazes of the dance. And not the cattle only thus intrude. The Scandinavian legends tell of the *Hulder*, a mysterious being who is found in mountains and forests over the whole country. She is believed sometimes to join in the dance of the young people. Then all the lads are eager to dance with the handsome strange girl in the blue petticoat (*stak*) and white handkerchief on her head, as long as they have not discovered the ugly cow's-tail hanging down under her gown. All are not so discreet as one young fellow, who, having discovered the cow's-tail during the dance by which he knew at once with whom he was dancing, although much frightened would not betray his partner, but bade her beware with these words, "Fair maid, your garters are unloosed." Suddenly she disappeared, but afterwards she rewarded his forbearance with rich gifts, and made his flocks increase. The return from the excursion may be varied by boating down the Sillejordvand to the station at Skakevje, (Route 4), and thence joining the steam-boat at Næs on the Nordsö. Returning to Søm, in Hitterdal, and proceeding with the short tour before sketched out, the Rjukan-Foss becomes now the main object.

2. EXCURSION TO THE RJUKAN-FOSS.

There is a good station-road from Søm as far as *Tinoset*, at the foot of the Tind-sö. At this station a boat will be procured, and the tourist, embarking on the lake, will navigate it for about 25 English miles to nearly its northern extremity, and, landing at *Mæl*, will follow a horse-track up the valley of the Maan-Elv, or *Westfjordalen*, to the Foss. The following are the stages all the way from Porsgrund, where this route leaves the great western post-road. *Observe also*

that Route 15 connects this excursion with Christiania, should the tourist proceed from thence, joining the present Route at Tinoset.

Porsgrund to Skien	..	$\frac{3}{4}$	
Fjærstrand ..	..	$\frac{1}{4}$	
Søm, in Hitterdal	..	$4\frac{1}{2}$	on the Nord-sø.
Kaasa ..	..	$\frac{3}{4}$	
¹ Tinoset ..	..	$1\frac{1}{4}$	
² Mæl, in Westfjordalen ..	..	$3\frac{1}{4}$	on the Tind-sø.
³ Dæl, in ditto ..	..	$1\frac{1}{2}$	
⁴ Rjukan-Foss ..	..	1	

13 $\frac{1}{2}$ N. m. 92 $\frac{3}{4}$ E. m.

Upwards of 60 English miles of this route being performed by water with great facility, the rest of the journey may well be accomplished on horseback, or on foot; but from Søm to Tinoset, the country cars may be used.

¹ The Tind-sø is a magnificent lake, nearly 30 miles long, by from 2 to 4 broad. It is inclosed by lofty mountains, particularly towards its northern extremity, where it runs up to the very foot of the Tind-Fjeld and Tessun-Fjeld. Escarped cliffs rise perpendicularly from the water to elevations of 4000 or 5000 feet, and in other places tangled forests clothe their flanks to the water's edge. These sombre features are occasionally enlivened by small farms, with their picturesque buildings of pine logs, and green slopes and patches of cultivated land, rescued from the surrounding waste.

² *Mæl*.—On landing here, there is a small house of refreshment; but the accommodations are of the most wretched description.

³ *Dæl*, in the valley of Westfjordalen, which is ascended from Mæl. The track follows the course of the Maan-elv, which runs, full and rapid, through a narrow margin of green meadow, shut in by the almost perpendicular ranges, and divided by the folds of the mountains; the channel of the river being broken by fairy islands of level greensward, tufted with dwarf birch, a spiral spruce fir occasionally breaking the softer outline. About midway, the Gousta-Fjeld, streaked

with snow, and towering above the valley to the height of 5,540 feet, bursts on the view. The *gieste-huus*, or—*gaard*, at Dæl, has been lately enlarged for the accommodation of tourists, who will find in it much comfort and attention. Gousta-Fjeld may be ascended, with some fatigue, though without any serious difficulty. Being the only insulated mountain peak in this part of Norway, the views are extensive and magnificent. There is a track to Dæl over the plateau of Gousta-Fjeld from *Souland* (see Excursion in Telemarken), which may be taken with advantage by the pedestrian tourist, if his plans do not enable him to make a more extensive acquaintance with the Norwegian *Fjelds*. The track leads by the little mountain lake of the *Tudal-vand* to the foot of the peak of Gousta-Fjeld, an ascent of 2000 feet. The descent into the valley at Dæl is easy; the whole distance being about 18 English miles. In that case the tourist might *return* by the Tind-sö.—(See “Norway and its Scenery,” p. 98.)

⁴ *Rjukan-Foss*.—Horses can be procured at Dæl for a visit to the Foss; but as the distance is only about 7 English miles, and the path not fatiguing, active travellers will not require them. Nor is a guide wanting, as it is impossible to deviate from the windings of the deep valley. Following the course of the river, which becomes an impetuous torrent, with continual rapids and cataracts, the thunders of the Fall speedily announce the approach to it. No short account of the Rjukan Foss—no words, indeed—can do it justice. The tourist will judge for himself; but its, perhaps, unrivalled grandeur has been admitted by all who have seen it. The height of the Fall has been variously estimated at from 450 to 900 feet. Its volume of water is very great; the river Maan, which here discharges itself into the valley in a single leap, being the drain of the waters of the Mjøs Vand, a lake 30 miles in length, whose level is 2100 feet above the Fall; while the river itself, during a course of 50 miles before it enters the lake, receives numerous streams fed by the springs and melted snows on the fjelds, and connects a chain of lakes and tarns, inexhaustible reservoirs high up in the hollows of the mountains.—(See “Norway and its Scenery,” p. 93.)

The usual point for a near view of the Foss is from a little grassy platform which juts out from the right bank, at about

two-thirds of its height. It is reached by diverging from the horse-road, and clambering for a mile or two over a succession of woody ridges. From this point it is not very difficult to scramble down through the wood, and gain a view of the Fall from below. There is also a track called the *Marie Stein* to the level above, but it should not be ventured on without a guide.

3. FROM THE RJUKAN-FOSS, OVER THE HARDANGER-FJELD TO ODDE AND BERGEN.

Travellers who confine themselves to the shortest of the tours before suggested have no alternative but to return down the valley of the Maan-elv, and embarking on the Tind-sö, proceed to Kongsberg and Christiania by Route 15. Those, however, who wish to combine an excursion to the Rjukan Foss with a more extended tour to the western Fjords, or to Bergen, will find themselves, when far advanced to the westward at the Foss, in the dilemma of having either to retrace their steps for 80 or 90 miles, or, taking a direct course, of having to encounter the fatigues and privations attendant on crossing the Hardanger-Fjeld. This enterprise, however, should only be undertaken in the proper season (not earlier than the month of July), and by travellers properly equipped, and who are resolute and hardy, and little fastidious in regard to their comforts. They must also secure experienced guides. At Dæl they will meet with some one to conduct them as far as the foot of the range, where they may be able to procure another guide acquainted with the pass they select. There are several of these only known to hunters of the reindeer and to peasants who have sæters on the Fjelds. All the tracks across the mountains debouch on the Hardanger-Fjord, and the tourist will have to decide whether he prefers taking the southern pass, and striking the fjord at Odde, near the *Folgefond Glacier*, or crossing the Fjeld in the direction of Eidfjord, in the immediate neighbourhood of the *Voring-Foss*; both first rate objects of attraction. There is an intermediate track issuing at Ullensvang, which appears to present great difficulties, and has no particular object in its termination. For ordinary tourists the southern

pass is recommended, as by far the least difficult ; and although it will take more time, it will place them in a position of being able to make an easy excursion to the Voring-Foss in their subsequent passage up the Hardanger-Fjord. The other, however, has the advantage of being a direct route towards the Voring-Foss, and of saving time and distance, if they propose extending their tour to the Sogne-Fjord and districts still further to the northward.

The southern route falls in with Route 4 at *Vinje*. The stages from Dæl are as follows :—

Dæl to Holvig, diverging to the			
Rjukan-Foss, say	..	4	N. miles.
Gaardsjord	..	3	
Rosthveit	..	$\frac{1}{2}$	across the Totak-vand.
Vinje	..	1	
To Odde, by Route 4	..	$13\frac{1}{8}$	

$22\frac{3}{8}$ N. m. $156\frac{1}{2}$ E. m.

The distance by the horse track from Dæl to Vinje is therefore about 60 English miles. The track, after gaining the summit level above the Rjukan-Foss leads south-west over upland moors to a lone farm, called Holvig, on the Mjös-vand, which is in some respects the most interesting of the Norwegian lakes.—(See “Norway and its Scenery,” p. 22.) The lake, which is there narrow, being crossed, the next point to be made, over a most dreary country, is Gaardsjord, on the Totak-vand, which has also to be crossed to Rosthveit. There is a farm called Hooe, on the shore of the Mjös-vand, opposite Holvig, where English travellers have passed the night ; but the accommodations at most of these farms are wretched. The object, therefore, should be to reach, before night, Gaardsjord, where the country improves. Its situation is lovely, and either there or at Rosthveit tolerable accommodations may probably be found at one of the farms. It is an easy march from thence to Vinje, where the station road is joined.

object on the road from Hildal, and from this branch of the Hardanger-Fjord. The greatest elevation is 5,440 feet; but the principal feature is its vast range, extending for 40 miles in a direction north and south, and 14 miles across, in its widest part.—(See “Norway and its Scenery,” p. 103.)

The greater part of Route 5 is accomplished in boats; the water stations being marked thus *. There are settled rates, as in the case of the land service, for which see the Tables at the end of the volume, and the directions given in the preliminary chapter.

1	* Helleland, in Ullensvang	..	2
2	* Utne	.. ..	1
3	* Eide	.. ..	1
	* Nether Vassenden	..	$\frac{1}{4}$
	Over Vassenden	..	$\frac{1}{2}$
4	Vossevangen	..	$2\frac{1}{2}$
	Flage	.. ..	$\frac{7}{8}$
5	* Evanger	.. ..	$\frac{3}{4}$
	* Bolstadören	.. ..	$\frac{1}{2}$
	Dalseidet	.. ..	$\frac{1}{2}$
6	* Dalevaagen	.. ..	$\frac{5}{8}$
7	* Garnæs	.. ..	$2\frac{1}{2}$
	Hauge	.. ..	$1\frac{1}{2}$
	BERGEN	.. ..	$1\frac{1}{4}$

15 $\frac{3}{4}$ N. m. 110 $\frac{1}{4}$ E. m.

¹ *Ullensvang*, a large village, is seen to great advantage from the Fjord, nestling among woods, which, with green slopes and cultivated lands, occupy a wide sweep beneath an amphitheatre of the mountains. A little further, the village of Kinservig is passed on the same shore, lying nearly opposite the station of Utne.

The tourist, in ascending the Sör-Fjord, is in the heart of the Hardanger, a wide district comprising the three large parishes of Kinservig, Graven, and Vigöer, with others. The people here have preserved the ancient Norwegian simplicity, as well in their manners and customs as in their whole way of living. They exhibit a remarkable frugality in eating and drinking, and, like their ancestors, seldom or never eat fish or meat, unless smoked or salted; when fresh,

they are unpalatable to their taste. The dwelling of the poorer peasant is a *Røgstue*, or smoke-cabin, with an opening in the roof. Here, as in the olden time, the "house-father" occupies the *Høi-sæde*, high chair or place of honour, which he yields to none of his own rank. There are many rich farmers in the Hardanger who practise the same simplicity of manners in their ordinary way of living as those of less substance, and exhibit their wealth in hospitality to strangers. These are entertained with the best cheer the house can afford; the *Gjæste-stuer*, the stranger's chamber, is exclusively devoted to the reception of travellers, and the "house-father," otherwise so proud himself, attends his guest, it being his pleasure and pride to practise this hospitality; and he would be greatly offended by the offer of payment, instead of a hearty shake of the hand. Their ideas of chastity and pure morals are very severe; only girls of spotless fame are allowed to go bare-headed, those of doubtful reputation are obliged to wear a white handkerchief of a different fashion from the head-dress of married women, and called the *Skaut-Skampled*, or cloth of shame. Some of the ancient customs are still maintained in their courtship. The lover makes his wishes known to the father or guardian, and the answer he receives, even if the offer be acceptable, is "Time will shew." He must wait some time before he asks again; if favourably received, the suitor then speaks to the damsel, for the first time, without witnesses, and if she consents to his suit, they shake hands, and the alliance is concluded on. Sometimes, however, the suitor goes to the house at night with one of his friends; he waits before the door while his companion wakes the girl. She invites them to the store-room, and regales them with a supper of beer and gammel-ost. The assistant then pretends to go away, when the girl also struggles to make her escape, especially if she dislike the man. In former times, after the suitor had undergone the ordeal of the family scrutiny, his friend was sent to fetch the girl from her refuge in the hay-barn, where she was concealed under bundles of straw, or in a chest, and being stoutly defended by her maiden friends, there was a serious struggle before the prize was carried off. The peculiar dress of the women in the Hardanger is a

black wadmél jacket with a red boddice edged with worsted ribbons and silver lace; a scarlet petticoat of wadmél (homespun) and a linen apron, with a red border. The men wear a red woollen cap, a white jacket of wadmél, with a red one underneath, a blue waistcoat with silver buttons; and yellow leather breeches, embroidered up the seam, are fastened round the waist by a belt with a brass buckle; grey stockings with bright clocks.

The *Sör-Fjord* is the southern branch of the great Hardanger-Fjord, which, in its direct course from the foot of the Fjelds to the North Sea, is about 120 English miles in length, with a breadth of from 2 to 5 miles; but its various ramifications greatly increase its extent. Surrounded by lofty mountains, which for the most part descend precipitously to the water's edge, its general character is stern magnificence; but the sterile features are relieved by great masses of forest, and occasionally by little smiling farms straggling up the lower slopes, and occupying every rood of available land with rich cultivation.

² At *Utne*, where boats are changed, the main channel of the Fjord sweeps round in a sharp angle to the south-west, which course it keeps for about 70 English miles to the North Sea. About 30 Norsk miles down on the right bank, where the Fjord is called Samlen, stand two considerable villages, Vigöer and Ostensö; and midway between them there is an inlet and little harbour at *Noreim*, from whence there is a track up the Steins-Dalen across the country to Bergen, passing by Aadland, near Samnanger and Trendereig, on the Oster-Fjord. There is a very fine Fall, the Ostud-Foss, near Vigöer. The distance from Odde to Bergen is thus reduced to about 75 English miles; but parts of the route are such as will try the traveller's patience. On a lower part of the channel, called the Quinherred-Fjord, the views of the Folgefonden glacier are said to be still more magnificent than those obtained from the Sör-Fjord; this enormous mountain of ice and snow filling the space between the two channels.

³ *Eide*; crossing from Utne to this station, the mouth of a deep inlet, the western branch of the Fjord leading to Eidfjord, is passed. Tourists who propose visiting the Voring-

Foss on this route will take boat from Utne to Vik in Eidfjord. From thence they may proceed to Lærdals-ören, either by Vossevangen, or by a track presently given in Route 7.

‘ At *Vossevangen*, where there are good accommodations, the route joins the high road from Christiania to Bergen. Here the tourist who is taking the circuit I. 2, of those suggested in the preliminary observations, will turn eastward, taking the post-road over the Fille-Fjeld to Christiania (for which see Routes 9, 16), stopping, however, at Lierdals-ören, if he wishes to extend his excursions on the Sogne-Fjord. The road from this station, in the direction of Bergen, is carried along the bank of the Vangs-Vand.

The strength and intrepidity of the men of *Voss* is celebrated through the whole country. They were always a warlike and hardy race, renowned in the northern Sagas, and have maintained their character in the wars with Sweden even to the present century. Many a bloody fray has taken place within the walls of the well-known Skrumptstrue, the ancient law-court on the Vangs-Vand. Those who have seen the men of *Voss* sitting round the hacked table in the hall, deeply marked with the blows of their hard fists, or preparing for fight, when they cast off their upper garment, and throwing themselves into plastic, but unstudied attitudes, display the fine shape and Herculean strength of their limbs, or, after a hard fight, not of passion, but of rivalry, grasp each other's hands in token of friendship, and wash their adversaries' wounds with brandy, will find in them the true sons of their iron fathers, who from the 8th to the 10th century were the terror of all Europe. Their costume is a black hat, with a white ribbon band; the shirt front is open, displaying a silver cross and studs; leather jacket and breeches, with a blue waistcoat of wadmél edged with red, and small silver buttons. They wear leather belts, from which are suspended the sheaths of their short knives, and red garters and tassels. The women wear the usual white linen head-dress, white sleeves, and collar, with a boddice of red wadmél. On the breast, besides silver studs, a large medallion is suspended by a chain. Round the waist is a leather belt, with silver nails and buckles; a blue calico

apron over a black plaited petticoat, and bright worsted stockings, reaching to the ankles, meeting the yellow socks with which, and with silver-buckled shoes, the feet are encased, complete the costume.

⁵ *Evanger* stands at the head of a small but romantic lake, surrounded by lofty mountains. The traveller takes boat upon it for the next station, and between Bolstadoren and Dalseidet there is again a short passage by water on a narrow branch of the Oster-Fjord.

⁶ At *Dalevaagen* travellers embark on this Fjord, which is navigated for about 18 English miles. The Fjord is about a mile, or a mile and a half, broad. The boats keep to the eastern shore, the mountains rising precipitously from the water's edge, except where there are slopes at the base, formed of the *debris* washed down from the upper regions. All these spots are occupied as small farms; and when the people are busy with their hay, the green slopes and haycocks form charming objects among the dark ranges of woods and mountains.

⁷ Landing at *Garnæs*, there are two stages to Bergen. The general character of the country is open moorland, extremely hilly, with occasional fine views of distant mountains. There is also a fine view of Bergen, the Fjord, islands, and mountains, from a hill about a mile before entering the city. For an account of Bergen, see Route 1.

II. CENTRAL GROUP.—ROUTE VI.

VOSSEVANGEN TO LIERDALS-ÖREN.

Considering Lierdals-ören as the centre of this group, the two following short routes are intended to connect the preceding routes from the south with that place; and although Route 6 is a section of a longer one given elsewhere, it may be convenient to have this link supplied in its present place. It need hardly be remarked, that all these routes will equally serve travellers coming from the eastward, the order of the stations being reversed.

Vossevangen, Route 5, to Tvinde	1		
Vinje	$\frac{7}{8}$		
Stalheim	1		
Gudvangen	$1\frac{1}{8}$		
LIERDAL'S-ÖREN ..	$5\frac{1}{8}$	on the Sogne-Fjord.	
	$9\frac{1}{8}$	N. m.	$63\frac{3}{4}$ E. m.
Odde to Vossevangen ..	$7\frac{1}{4}$	„	$50\frac{3}{4}$ „
	$16\frac{3}{8}$	„	$114\frac{1}{2}$ „

For remarks, and continuation to Bergen, see Route 16.

ROUTE VII.

EIDFJORD TO LIERDAL'S-ÖREN BY URLAND.

On leaving the Voring-Foss, a lightly-equipped and active tourist need not return to Sæbø and Vik; but having procured a guide, may pursue this direct route, following a track over high moors, from which he will obtain magnificent views of the summit of Hartiegen (5,500 feet,) and the dome of the Folgefonden, distant forty miles. He will pass near the Skyttie-Foss and the Rembis-Foss, two noble waterfalls. The track then winds by a sharp descent into the deep and dark valley of Simedal, which, shut in by cliffs 3,000 feet high, leads down to the eastern fork of the Hardanger-Fjord. On the shore of this, near Ose, there is a hospitable farm, and the tourist can procure a boat to take him to Ulvig, about fifteen English miles, on the northern fork of the same fjord. From thence the horse-track across the fjeld to Urland passes through charming scenery to upland farms, where tolerable accommodations are procured. It then ascends rapidly to an elevation of not less than 4,000 feet, commanding views of a vast range of snowy mountains, with Jokelen, 5,550 feet high, in the distance. Descending to the Rundals-Elv, the traveller may procure horses at a farm called Almindigen, and will descend into Kaardal, from which King Sverre effected his bold retreat, when forced by the men of Voss to retire into

Hallingdal through the rugged passes where to this day "the path of Sverre" recalls the memory of those times. Still descending, the road falls into the fertile valley of Flaam-dalen, where some Bauta stones are to be seen, the records of battles fought in this district in very ancient times. At Urland the tourist will be able to procure a boat to navigate the fjord to Lierdals-ören.

Vik to the Voring-Foss	..	1 $\frac{3}{4}$	
Öse	.. ..	2	
Ulvig ..	..	2	by water.
Almindigen, across the Fjeld		4	
Flaam, ditto	..	2 $\frac{1}{4}$	
Urland	.. ..	1	
LIERDALS-ÖREN	..	5 $\frac{1}{4}$	by water.

18 $\frac{1}{2}$ N.m. 129 $\frac{1}{2}$ E.m.

ROUTE VIII.

EXCURSIONS FROM LIERDALS-ÖREN.

Lierdals-ören, on a branch of the Sogne-Fjord, is an excellent resting-place for the tourist. Though the village itself is insignificant, there is a roomy and comfortable hotel, and he may here refit, and replenish his stores, for further enterprises. The place is centrally situated as a starting point for several excursions.

1. If the tourist arrives here without having visited the Bjukan-Foss, or the Voring-Foss, and other objects of interest connected with the Hardanger-Fjord, he will do well to make arrangements for that purpose from hence, taking the reverse way such of the preceding routes, 4 to 7, as he may select.

2. *Excursion to the Justedal.*

Solvorn, on the Lyster-Fjord	..	2 $\frac{5}{8}$	
Rønneid, on the Gaupne-Fjord		1 $\frac{1}{4}$	
Moklemyr, in Justedal	..	2	
Nygaard glacier	..	2	

7 $\frac{3}{4}$ N.m. 54 $\frac{1}{4}$ E.m.

The two first stages are performed in boats. Horses may be procured at Rønneid, but the road is so rugged, that it is better, for those who are able, to walk up the Justedal. Nygaard is the finest glacier, but there are others higher in the valley; the Alpine scenery is throughout magnificent. There are no accommodations but such as the hospitality of the clergyman at the præste-gaard may induce him to supply. From Nygaard there are horse-tracks to the north and east, the one leading into the road from Molde to Bergen, at Faleidet, Route 10; the other to the Lia-Vand and Lom.

3. *Excursion up the Aardals-Fjord.*

From Lierdals-ören to the head of the Aardals-Fjord is about two Norsk miles. At Aardal the *Landhandler*, or shopkeeper, an intelligent person, will assist the traveller as to obtaining a guide, &c. The first station recommended is the farm of Svaleim, about 10 English miles up the Aardals-Vand and Utnedal. From thence the high Fjelds, on which reindeer are plentiful, may be ascended. Retracing his steps a little, the tourist will proceed up the Thy-Elv, through one of the grandest of Norwegian glens, in distinction from the valley or *dal*; the river forming a succession of falls, second only to the Voring and Rjukan-Foss. He must content himself with the shelter and dairy produce which a sæter will supply, in addition to his own stores. On the morrow, ascending the Fjeld, points of view may be obtained, at an elevation of 4,500 feet, from which the whole range of the peaks of the Hörungurne, called also the *Jotum-Fjelds*, or giant mountains, may be seen; Skagtols-tind, the highest summit in Norway, being 7,670 feet. Numerous *dyr-shack*, the trail of the reindeer, will be observed, and, suitably equipped, there is no better range of Fjeld in Norway for stalking them. The night may be spent at the sæter of Sletterust. In the morning, the Fjeld will be crossed, and the track descends by a steep zig-zag of 2,500 feet into the *Morke-kold-dal*, the dark, cold valley, a scene of wonderful grandeur, increased by a magnificent pine-forest, over which the Hörungurne peaks are seen. The tourist will rest at the Sæter of Vetti, and thence returning to Svaleim and Aardal, take boat on the Fjord for Lierdals-ören.

4. *Excursion to the Hörungerne.*

The tourist who wishes to penetrate further among the mountain peaks, seen in the last excursion, will embark at Lierdals-ören, and, passing the entrance of the Aardals-Fjord, already mentioned, will follow up the Lyster-Fjord to its extreme eastern point at the foot of the mountains, near Fortun. Thus far the noble Sogne-Fjord and its branches penetrate, a distance of 150 miles from the sea. But, on the whole, the scenery of the Sogne-Fjord is not on the same scale of grandeur as that of the Hardanger. The higher mountains, with some exceptions, do not rise so directly from the water; their elevations are not so great; and there is less variety in the outline of the shores. The stations to Fortun are as follows:—

Solvorn	.	..	..	$2\frac{5}{8}$
Dösen, in Lyster	..	..	..	$1\frac{1}{2}$
Skjolden	..	..	..	$\frac{3}{4}$
Fortun	..	..	..	1

$5\frac{1}{8}$ N. m. $40\frac{1}{2}$ E. m.

The voyage to Skjolden takes ten or twelve hours, according to the wind; there are good accommodations at that station, and either there or at Fortun the tourist will be able to procure a guide and horses, and make arrangements for an excursion into the Hörungurne, at the foot of which it stands. There is a herd of tame reindeer on the Fjeld about four Norsk miles from Fortun, and the wild deer are to be met with on the higher Fjelds. Having satisfied his curiosity, the tourist will return to Lierdals-ören, unless he is inclined, as some English travellers have done, to cross the Fjeld to Lom on the Otte-Sö, from whence there is a by-road which joins the great northern road just below the Dovre-Fjeld, between Trondhjem and Christiania.

CONTINUATION OF ROUTE VIII TO THE DOVRE-FJELD ROAD.

Arrangements should be made at Fortun for this journey, which is an enterprise attended with considerable hardship and fatigue, but it may vary the line of route, and some

such undertaking is necessary for those who wish to form any adequate idea of a Norwegian Fjeld, which cannot be gained on the post-roads over the Dovre-Fjeld or the Fille-Fjeld. The distance from Fortun to the first sæters on the further side of the Fjeld is about 5 Norsk, or 35 English miles; and to lessen the day's journey over an inhospitable waste, at a vast elevation, it is advisable to sleep at one of the sæters on the west flank of the Fjeld, about 1 Norsk mile from Fortun, and thus get an advanced start in the morning. If the weather be fair, without which it would be dangerous to venture on the Fjeld, splendid views will be obtained of the Hörungerne peaks. The path, however wild, is the frequented track from Gulbrandsdalen, by which shop goods are conveyed on pack-horses to the head of the Sogne-Fjord. The first sæters on the east of the Fjeld can be reached in about seven hours. The traveller may probably procure there a fresh horse, and push on about 10 English miles further to Hoft, where there is a gieste-huus. It is about 10 miles more to Lom on the Otte-Sö, where there is a regular post-station on a by-road which joins the Dovre-Fjeld road at Laurgaard, three stages beyond. The distances from Fortun to Laurgaard are as follows:—

Over the Fjeld to Sæters	..	5
Hoft	.. ..	1½
Lom	.. ..	1½
¹ Gardmö	.. ..	1
Svee, in Vaage	.. ..	1
² Laurgaard	.. ..	1
		—
		11 N. m. 77 E. m.

The distance from Laurgaard to Christiania, see Route 17, is 27 Norsk, or 189 English miles. At Gardmö, the Otte-Sö, or Vaage-Vand, is crossed to Vaage. Laurgaard is on the Laagen-Elv, at the head of the long valley of Gulbrandsdalen.

ROUTE IX.

LIERDALS-ØREN TO DRAMMEN AND CHRISTIANIA.

The direct road between Bergen, Lierdals-øren, and Christiania, over the Fille-Fjeld is given in Route 16, the route taken by most travellers, and the one indicated in the preliminary observations addressed to tourists, who wish to make the most of an excursion in Norway, limited in point of time. If they extend their tour to the Hardanger and Sogne-Fjords, they will probably take this road either in going or returning. But there are circumstances under which Route 9 may be convenient, particularly when the Bjukan-Foss and Telemarken have not been visited, as it brings them within easy reach by the cross Route 16, which joins the present at Drammen, a town likewise only three stages from Christiania. Some persons prefer this route to the more frequented road to Christiania, considering the scenery more beautiful. The first stages through the romantic defile by which the summit of the Fille-Fjeld is reached, are the same in both routes. Our road then crosses the strikingly-wild plateau of the Fjeld by a shorter course, and descends into the beautiful valley of Hemsedal, which it threads to the entrance of the still more celebrated valley of Hallingdal. The remainder of the route has also many points of interest.

Lierdals-øren to Mid Lysne	1½	
Husum	1½	
¹ Hæg	¾	
Bjøberg	2½	Fast station, pay extra.
² Tuf, in Hemsedal	1½	
Aalrust	1½	
³ Rø, in Hallingdal	1½	
Hoftun, or Haag	¾	
⁴ Næs	1½	
Sevre	1½	
Trøstheim	1½	
Gulsvig	1½	

* The scene of Miss Bremer's well-known tale, "The Red and the Black," and Peace, Halling-akarven, above the head of the valley,

Sorteberg	..	..	$1\frac{1}{2}$ pay for 2 m.
^a Green, in Ulberg	..	..	1
Vatsenreed	..	..	$\frac{3}{4}$
Gubbereed	..	..	1
Vikersund	..	..	$1\frac{1}{4}$
Björndalen	..	..	1
Haugsum	..	..	$1\frac{1}{8}$
^a DRAMMEN	..	..	$1\frac{5}{8}$

$24\frac{1}{2}$ N. m. $173\frac{1}{2}$ E. m.

¹ Between *Husum* and *Hæg* the scenery is most romantic (see Route 16,) and examine the curious old timber church of Borgund, as to which, consult remarks on Hitterdal church, in Route 4. At *Hæg* our road turns off from the usual route to Christiania, already mentioned. After passing *Hæg*, the summit of the Fille-Fjeld is gained by a very steep ascent of the mountain side, through a deep ravine; the scenery is wild and magnificent, while that of the Fjeld, which is passed to Bjoberg, is desolation itself.

² *Tuf*.—The road following the course of a torrent, which has its source on the Fjeld, descends rapidly into the valley of Hemsedal.

³ The station at *Rö* is at the entrance of Hallingdalen, and there are good quarters at *Næs*.⁴

⁵ *Green*.—The range of mountains seen for the last three stages to the S.W. is the Ekkedals-Fjeld, the road coasting the right bank of the Krorem-Fjord, and crossing a narrow part of it to the left bank near the station. At Green the direct road towards Christiania turns to the right, and joins Route 16 at Sundvolden, by the stages, Oppegaard $1\frac{1}{2}$, Veeme 1, Braaten, $\frac{1}{2}$, Sundvolden $1\frac{1}{2}$, miles.

⁶ *Drammen* is a town of some commercial importance, with a population of 12,000 souls, having a large export in deals to England and France. The timber is floated down the river Dram, and its numerous tributaries; some of it from great distances in the interior. Here it is sawed into deals by a vast number of saw-mills worked by the river.—(See “Norway and its Scenery, p. 322.”) Hotels, D’Angleterre, and De Scandinavie. For continuation to Christiania, see Route 15.

III. NORTHERN AND NORTH-WESTERN GROUP.

ROUTE X.

BERGEN TO MOLDE, ON ROAD TO TRONDHJEM.

This is the first of the north-western routes in our present arrangement, all of which are connected with Trondhjem as the centre. It carries on the line of communications from the south in previous routes; this road is also taken by tourists from Christiania making directly for Bergen, and afterwards travelling northward. Great part of the road to Trondhjem being rugged and hilly, with no less than fifteen Fjords to cross, many of them of considerable width, this route, never much frequented, will probably be still less, in consequence of the establishment of the line of steam-boats round the coast. They make the voyage from Bergen to Molde in two days, and from thence to Trondhjem in two more. Further particulars respecting them will be found in the proper place. The trip to Molde and Trondhjem in this way must be very agreeable, from the character of the coast, the steam-boat threading the channels between the clusters of islands which shelter it from the swell of the North Sea. This mode of transit is easy, cheap, and expeditious; but of course Norway may be steamed round, without the tourist's acquiring much knowledge of the country, or seeing its most attractive scenery. In the present instance, he will have to decide between the coasting voyage and the land route, which, though it may be fatiguing, conducts through some of the very finest scenery in Norway. The very obstacles he will have to contend with, the crossing so many Fjords, with their enclosing ridges, spurs from the great central chain of Fjelds, enhance the interest of the journey. Should he go no further than Molde on this road, and, making an excursion into the singularly grand and picturesque valley of Romsdal, turn south to Christiania, he will be amply repaid for any difficulties he may encounter.

The whole of this route, and its continuation to Trondhjem, can be performed in a carriage, the wheels being easily taken off to embark it on boats at the various Fjords. A screw for taking the wheels off the axle should not be forgotten, and the general directions for preliminary arrangements prefixed to other Routes must be carefully attended to. The journey to Trondhjem by this route has been accomplished by English travellers in about seven days. The four first stages from Bergen to the Sogne-Fjord may be performed by water. The stations are given in the parallel column. For further details of this route, see "Norway and its Scenery," c. ix. p. 242.)

Rödland	1	Alvestrommen	2
Horvigen	1	Skjerjehavn	$1\frac{3}{4}$
Isdal	$\frac{3}{4}$	Sognefast	$1\frac{1}{2}$
Næse	$1\frac{3}{8}$	Lærvig	$1\frac{3}{4}$
Hundven, in Lindaas ..	$\frac{1}{4}$		
Lindaas (Fanebust)	$1\frac{1}{8}$		
Steenvaagen, in Edvindvik	1		
Eide, in ditto	$\frac{1}{2}$		
Nordgulen	$1\frac{1}{2}$		
Rutledal	$1\frac{1}{2}$		
Lærvig	$1\frac{1}{2}$	on Sogne-Fjord.	
Systad, in Askevold	1		
Skaar, in ditto	1		
Fløkke, Outer Holmedal	$1\frac{1}{2}$		
Trods, in ditto	$\frac{5}{8}$	on Dale-Fjord.	
Sveen, Inner Holmedal ..	$1\frac{1}{4}$		
Langeland, in ditto	1		
Hafstad, in Förde .. .	1		
Moe, in ditto	$\frac{3}{4}$		
Redre-Vasenden	$\frac{7}{8}$	on the Jölster-Fjord.	
Skeid, or Skei	$1\frac{1}{2}$	on ditto.	
Förde, in Breim	$\frac{3}{4}$		
Reed, in ditto	1	on the Breims-Vand.	
Udvig	$1\frac{1}{2}$	on Indvigen-Fjord.	
Faleide	1	on ditto.	
Kjösebunden, in Horning-			
dal	$\frac{7}{8}$		
Graades, in ditto	$\frac{5}{8}$	on Horningdal-Vand.	

Haugen, in ditto ..	$\frac{3}{4}$	
Tronstad, in Romsdals Amt ..	$\frac{7}{8}$	
Hellesylt	$\frac{3}{4}$	on the Stor-Fjord.
Ljøen	$\frac{1}{2}$	on the Fjord to Slingstad, $2\frac{1}{2}$.
Helstad, in Stranden ..	$1\frac{5}{8}$	
Slingstad, in ditto ..	$\frac{3}{4}$	
Søholt, in Orshaug ..		
Remeim	$2\frac{1}{4}$	over Orshaug-Fjeld.
MOLDE	$1\frac{1}{4}$	on the Fjord.

36 $\frac{3}{4}$ N. m. 254 $\frac{1}{4}$ E. m.

The situation of Molde is striking. Built on the declivity of the mountains, which slope down to the Fjord, it commands a view of the snowy Alps bounding the whole of its southern shore. "I do not remember such a long extended range of peaks, except, perhaps, in the Loffodens; but here one rank peeps out from behind another, until they are lost in the distance, and, as they mix with the white clouds, we fancy them like hanging cities or fortresses in the air. Among them Romsdals-horn appears conspicuous."—Everest's "Norway," and see "Norway and its Scenery," p. 251.

An excursion may be made by water from Molde to Aalesund, on an island off the mouth of the Stör-Fjord, near which place Rolf-ganger, or Rollo *the Walker*, embarked for the conquest of Normandy; the rocky coves in which his galleys were fitted out are still shewn. *Soholt* is the nearest point to Aalesund in the route, but perhaps the visit may better be reserved till Molde is reached. The excursion to Romsdalen may either be by boat all the way to Veblungsnæs near the head of the Fjord, distance about 20 English miles, or by driving along the north bank of the Fanne-Fjord, which commands splendid views of the Romsdal peaks, to Lønsæt, 1 Norsk mile; across the Fjord and by land to Söllesnæs, $\frac{3}{4}$ of a mile; over the Lang-Fjord to Alfarnæs, $\frac{3}{8}$ ths of a mile; by land to Thorvik, $1\frac{1}{4}$ miles; cross a wide branch of the Romsdal-Fjord to Veblungsnæs, $\frac{3}{8}$ ths of a mile. The scenery up the valley of Romsdal for a Norsk mile to the station of Horjem is of the grandest description.

The road passes between the two remarkable peaks of the Romsdal's Horn on one side and the Vinges-Tindene on the other, which rise upwards of 2,000 feet above the valley. From Veblunganes, the tourist, who abandons any design he may have entertained of proceeding further northward, can return to Christiania by Route 21, which joins the Dovre-Fjeld road at Lid. The scenery from Molde to Romsdal, and along the Rauma-elv, and the western fork of the Laagen-elv, with the lake Læsjø, which unites them, being among the finest in Norway. See the preliminary remarks to Route 21.

ROUTE XI.

MOLDE (CONTINUATION FROM BERGEN) TO TRONDHJEM.

Lönsæt, in Bölsö parish	..	1
Eide, in ditto	..	1
Istad, in ditto	..	$\frac{3}{4}$
¹ Hægeim, in Thingvold	..	1
Angviken, in ditto	..	$\frac{7}{8}$
Bækken, on Thingvold-Fjord		$\frac{1}{2}$
Vaagbøen	..	$\frac{3}{8}$
Stangevik, on Fjord	..	$\frac{1}{4}$
Aasen, in Surendalen	..	$\frac{1}{4}$
Honstad, in ditto	..	1
Sæter, in ditto	..	$\frac{3}{4}$
Aune..	..	$\frac{3}{4}$
Hotte	..	1
Garberg, in Meldal	..	1
Kalstad, in ditto	..	$1\frac{1}{2}$
Gumdal, in Orkedal	..	$1\frac{1}{2}$
Fandreim, in ditto	..	$1\frac{1}{4}$
Bye, in Börsi-skogn	..	1
Hammer, in Budvig	..	1
Skjefstad	..	$\frac{3}{4}$
² TRONDHJEM	..	$1\frac{1}{8}$
		—
		19 N. m. 133 E. m.

At *Hægeim*,¹ the Trondhjem road turns off to Christiansund, a town built on three islands in the Fjord, which forms an excellent harbour. It has a considerable trade, principally connected with the fisheries. The stations from Hægeim are, Taarvik $3\frac{1}{2}$, Frædö 1, Bolgen $\frac{5}{8}$, across the Fjord to Christiansund $\frac{1}{4}$,—Norsk miles.

² *Trondhjem*, the ancient capital of Norway, containing a population of 14,000, is situated on the Fjord of the same name. Its original name was Nidaros, from the river which here flows into the bay. The principal objects are the venerable cathedral, founded in the 12th century, where the kings of Norway are still crowned; the fortress of Munkholm, on an island in the bay; and the museum. In the neighbourhood are the Falls called Leerfossen, on the river Nid, about 3 English miles from Trondhjem. There are several good hotels, but the accommodations of a private establishment now, or lately, kept by Mrs. Homberg, are generally preferred by English travellers. For further particulars of Trondhjem, and the road from Molde, see "Norway and its Scenery," pp. 267 to 289.

ROUTE XII.

TRONDHJEM TO THE NAMSEN-ELV AND FISKUM-FOSS.

Haugan	..	..	$1\frac{3}{8}$
Sandferhuus	..	..	$1\frac{1}{2}$
Farbord	..	..	1
Værdal	..	..	1
¹ Hammar	..	..	$\frac{1}{2}$
Hove	..	..	1
² Thynæs (LEVANGER)	..	..	1
³ Holme, near Sticklestad	..	..	$1\frac{1}{4}$
Hodske	..	..	1
⁴ Steinkjær	..	..	$1\frac{3}{8}$
Vikan	..	..	$1\frac{1}{4}$
⁵ Eilden	..	..	$1\frac{1}{4}$
Aargaard..	..	..	$1\frac{1}{4}$
⁶ Bangsund	..	..	2
Spillum	..	..	1

¹ Hun, on Namsen-Fjord	..	2 $\frac{1}{4}$
Haugan	.. ..	1
Storem	.. ..	$\frac{3}{4}$
² Vie	.. ..	$\frac{1}{2}$
Fosland	.. ..	1
Gotland	.. ..	$\frac{3}{4}$
³ Fiskum-Foss	.. ..	$\frac{1}{2}$

24 $\frac{3}{4}$ N. m. 173 $\frac{1}{4}$ E. m.

The first part of this route lies through a more fertile and level district than is generally found in Norway. It is, however, varied by frequent hills, commanding fine views of the Trondhjem Fjord. There is good accommodation at *Hammar*,¹ which is pleasantly situated near the head of the Fjord.

² *Levanger* is a large town, and a place of considerable trade; the fairs held there in winter and spring are much resorted to by the Lapps or Finns, and by Swedes and Russians.

³ Near *Holme* is Stikklestad, where St. Olaf, king of Norway, fell in a great battle fought with Canute, A.D. 1030. Between Levanger and Holme a road branches off to the right into the valley of Lærdal, proceeding onward into Sweden. In this valley P. Samuel Laing, the author of several works connected with Norway, resided for some time.

⁴ *Steinkjær*.—Excellent quarters may be had at the principal merchants, and there are decent inns at *Eilden*,⁵ and at Hun.

⁶ From Aargaard to Bangsund the scenery is wildly magnificent, the road winding through a mountainous district among glades and glens, with views of the Namsen-Fjord, which it coasts. Tolerable accommodations may be had at Bagaund, which stands on a small bay expanding into the Fjord, a lovely spot.

⁷ From *Hun* the road follows the course of the Namsen river, which is crossed repeatedly. At first the valley is level, but it becomes alpine further up. The best stations for salmon fishing are from *Vie*⁸ to *Gotland*, and in the Fiskum pool below the Foss.

* The Fiskum Foss, one of the finest waterfalls in Norway, is about 4 English miles from Gotland, by a very rough road. The whole river makes a single fall over an almost perpendicular ledge of gneiss to a depth of 100 or 150 feet. "A perpetual column of spray rises above the abyss wherein it is received; and the cataract's eternal roar adds Nature's voices to the scene."—*Belton*.

In returning from the Namsen, the route may be varied, after Steinkjær, by taking another road which, though much of it is hilly and bad, presents interesting views over an extremely wild country. The stages are as follows:—Steinkjær to Fölling, 1 Norsk mile; Koam, 1; Ryg, 1; Hammar, $\frac{4}{5}$; Hægset, $1\frac{1}{4}$; Grogn on the Namsen 3,— $8\frac{1}{2}$ Norsk, or 27 English, miles. From Fölling to Hægset the road coasts the Snaasen-Vand, a beautiful lake nearly 40 English miles long. This part of the journey may be performed by boat.

ROUTE XIII.

TRONDHJEM TO HAMMERFEST.

This route follows the road to the Namsen as far as Hun, and has only one stage by land beyond that place. Such a journey for nearly 900 miles performed in open boats, in all weather, through a most desolate and sterile region, has little to compensate the fatigue and expense of the undertaking. There is nothing very remarkable in the scenery of the North Cape; and to stand on the most northern point of the Continent of Europe, if such it be, is a project which has tempted very few travellers. Since, however, the establishment of the steam-boats to Hammerfest, distant only about 90 English miles from the North Cape, these extreme points of the Norwegian territory have been made accessible to tourists who would not previously have entertained a thought of visiting them. This season (1853), for the first time, the voyage is extended northward beyond Hammerfest, rounding the North Cape, within two Norsk miles of which passengers are landed, and terminating at Vardö, on the East coast of Finmarken. The steam-boats will now, it may be supposed, supersede the former mode of travelling through these deso-

late regions; the post-route, however, is retained for the convenience of tourists who, missing the steam-boats, or for any other reason, may find it useful. For the steam-boats to Hammerfest and the North Cape, see the Tables at the end of the Land Routes.

To Hun, Route 12	..	20 $\frac{1}{4}$
Vemundvik..	..	1 $\frac{1}{4}$
Sejerstad	..	1 $\frac{1}{4}$
Strand	..	2
Finne	..	1 $\frac{1}{4}$
Aarför	..	2
Foldereid	..	1
Teraak	..	2
Steensöen, in Nöstvik	..	3
Salhuus, in Brönö	..	2
Jorviken	..	2 $\frac{1}{4}$
Söviken, in Alstahæug	..	2 $\frac{7}{8}$
Sandnæs-söen, in ditto	..	1 $\frac{1}{4}$
Kobberdal, in Næsne	..	1 $\frac{1}{4}$
Donnæs, in ditto	..	1 $\frac{1}{4}$
Lurö	..	2 $\frac{3}{8}$
Selsövik, in Rödö	..	1 $\frac{7}{8}$
Svinvær	..	2
Stöt	..	2 $\frac{3}{8}$
Melyr, in Gildeslkaal	..	3
¹ Bodö	..	3 $\frac{1}{4}$
Kjerringö, in Folden	..	3
Hielnæs	..	2 $\frac{1}{4}$
Lövö, in Stegen	..	2
Fikke, in Hammerö	..	3
Bæröen	..	3
Sandtorvholm, in Trondenæs	..	2 $\frac{1}{4}$
Havniken, in Ibestad	..	2 $\frac{1}{4}$
Dypvik, in Dyrö	..	2 $\frac{1}{4}$
Klöven, in Tranö	..	1 $\frac{1}{4}$
Gibostad, in Lærvik	..	1 $\frac{1}{4}$
² Tromsö	..	3 $\frac{1}{4}$
Finkrogen	..	2
Karlsö	..	2
Skjervö	..	3

Loppen	..	..	2½
Hasvik	..	..	2½
³ HAMMERFEST	..	..	4

104 N. m. 728 E. m.

The singular feature of this route is the myriads of islands, islets, and insular rocks or *sheers*, which stud the coast, and through the channels formed by which the navigation is carried on. The most remarkable of these islands are the *Loffoden*, extending in a chain for 70 miles from the neighbourhood of Bodø to beyond Tromsø, their southern point being 20 miles from the mainland, which they gradually approach till they form a narrow channel through which our route passes. The cod-fisheries of these islands employ annually 15,000 men, and produce 16 millions of fish, besides upwards of 20,000 barrels of cod-liver-oil, and 6,000 barrels of cod's-roe. The elevations of the mountains on the coast decrease after leaving the Sogne-Fjord, though there are many long ranges and peaked summits of a striking character. It will be observed how many names of places end in *ö*, that monosyllable being the Norsk term for an island; as *nes*, which also forms the termination of many descriptive names, signifies a promontory; *Sö* is a fresh water lake; as *Fjord* is an arm of the sea. The pine forests entirely disappear, and the interest centres in the rugged scenery of the coast and its islands; what may be called the general level of the country being a succession of sterile and dreary moors. The valley of the *Alten* river forms an oasis in this vast desert, being the most extensive and fertile in the north of Norway. The river is well known to English anglers for its salmon fishery, for which it is only inferior to the Namsen. From the station of Skjervö, in this route, the Kvenangen-Fjord is ascended in boats to Alteidet, whence a narrow isthmus is crossed to the Alten-Fjord, on which a boat is again taken to the village of Alten, at the mouth of the river. The whole distance from Skjervö is 8½ Norsk miles, about 60 English miles. The steam-boats call at Bösekop, on the Alten-Fjord, 1 Norsk mile by land from Alten. The Arctic circle is crossed between Lurö and Selsövik, so that there is hardly any night in these regions

ROUTE XIV.—HAMMERFEST TO THE NORTH CAPE. 389

at the season most usual for travelling, and the atmospheric effects are magnificent.

¹ *Bodö*, the chief town of the province of Nordland, is the residence of the Amptmand, and other civil officers of the district, the office answering to that of a lord-lieutenant of our counties. It is a small place, but there are a few merchants settled there engaged in the fisheries to the Loffoden islands.

² *Tromsö* is the capital of Finmarken, where the Amptmand of that province and the bishop reside. It is a much larger town than Bodö, the inhabitants likewise depending upon the fisheries, the produce of which is largely exported.

³ *Hammerfest* is the most important town on this coast, as well as the most northern in Europe. An extensive commerce is carried on with Russia, and ports to the south, in stock-fish, as the dried cod is called, and other products of these northern regions. There are also trading establishments connected with Spitzbergen. The merchants of Hammerfest are remarkable for their hospitality to strangers, and in this remote place the traveller finds comforts and luxuries, the fruits of its commerce, which he would little expect. A large proportion of the population of Finmarken consists of Laplanders or Finns, the most singular of European races, with whose habits and character the tourist will have opportunities of making himself acquainted.

ROUTE XIV.

HAMMERFEST TO THE NORTH CAPE.

See preliminary remarks prefixed to Route 13. The excursion is performed in boats to the island of Magerö, the distance across which to the Cape is about 20 English miles.

Havösund ..	..	5½
Kjelvik, in Magerö ..	..	4½
North Cape ..	..	3

12½ N. m. 89½ E. m.

Several travellers have landed at Hornvigen, a small bight

in the North Cape itself, above which it rises 935 feet; this saves the journey across the island of Magerö, but it can only be done when the sea is calm, and the wind favourable. For further particulars of the North Cape, see "Norway and its Scenery," p. 10.

IV. SOUTH-EASTERN GROUP.

ROUTE XV.

CHRISTIANIA, BY DRAMMEN, TO THE RJUKAN-FOSS, &c.

This route connects Christiania with Routes 4, 5, and 6 successively, forming a junction with the former of these routes at Sæm in Hitterdal, three stages beyond Kongsberg. It will therefore place the tourist who lands at Christiania in the same position for excursions in the Telemarken and to the Rjukan-Foss, and for further pursuing the course detailed in those routes, as if he had commenced his journey from Christiansand. The road is practicable for carriages as far as Tinoset, about 40 English miles from Christiania; and it would be desirable to perform that part of the journey in a carriage, but after that station, a carriage will be useless, in going to the Rjukan-Foss, and in almost all the excursions on the lines of road pointed out in the sequel of Route 4. Unless, therefore, the tourist proposes to return by the same road, or to take, in continuation, some other post-road practicable for a carriage, he must dispense with the comfort of travelling in carriage for any part of this journey, except the first stages from towns at which they are regularly furnished. This is a serious inconvenience, as he will either have to make use of the country cars provided at the stations, or to travel on horseback all the way. In this dilemma he may, perhaps, be able to make some arrangement for a carriage to convey him at least as far as Kongsberg; there is also a diligence, it is believed, daily, to Drammen on this route. The tourist need hardly be reminded, after former suggestions, that his equipment should be carefully adjusted to the modes of travelling he may be compelled to adopt, and the extent and character of his intended tour. The traveller coming from Bergen, or any

part of the western districts, by adopting Route 9 from Liedals-ören may take the Telemarken and Rjukan-Foss in his circuit, Routes 9 and 15 forming a junction at Drammen.

CHRISTIANIA is the modern capital of Norway, having been founded in 1624, by Christian IV. of Denmark, on the destruction by fire of the old city of Opslö, founded in 1058 by king Harold Hardraade, who fell in the battle of Stanford bridge. The population of Christiania is now about 35,000, having been much increased since the Norwegians established their independence. Most of the streets are broad and straight, but the houses are principally built of wood, except in the new part of the city towards the palace. The Hotel du Nord is the principal resort of English travellers, but good accommodations and much attention are met with at the Hotel de Scandinavie. The hotel charges in the towns of Norway average about 2 sp. dollars per day. In the country, half that sum ought to suffice for the usual meals and a night's lodging. For a detailed account of Christiania, refer to "Norway and its Scenery," p. 313. *Summary of the principal objects.* The castle of Aggershuus, standing well on an elevation above the Fjord, with its *place d'armes*, fine avenues of trees, and delightful promenade on the ramparts overlooking the Fjord; it is the only picturesque building in the city. The Dom-Kirke, or Cathedral, a heavy building of no interest; the new Palace, standing on an eminence at the west end of the city, with a fine portico, but having no other architectural pretensions; the new buildings of the University in the same quarter, connected with which is the Museum, containing a curious collection of northern antiquities; the Military College; and the Botanical Gardens, situated about a mile from the city, most remarkable for the collection of alpine plants which the connection of the Danish Government with Iceland and Spitzbergen enabled it to procure. In short, there is little temptation to the tourist to linger in Christiania, except for the purpose of making excursions in the delightful neighbourhood. The hall, in which the Storting, the "parliament" of Norway, holds its sittings deserves a visit, if the traveller should happen to be in Christiania during the session, not on account of the

building, which is very mean, but for the opportunity of observing the order with which the proceedings of the most democratical legislature in Europe are conducted. The great majority of the representatives are farmers, and of course determined protectionists. The Storting assembles triennially, the last sitting having been in 1851. The tourist who has not provided himself with suitable maps, will find them, together with the Norwegian road-books, &c., at Herr J. W. Cappelen's, bookseller, in the Kirkegaden-street, a most obliging person, who speaks English, and is known to most travellers. In Norway all persons, of whatever their rank, remain uncovered while purchasing the most trifling article in the shops.

¹ Næs, in Asker	1 $\frac{5}{8}$	Fast stage.
Gjellebæk, in Thraneby ..	1 $\frac{1}{2}$	Fast stage.
² DRAMMEN	1 $\frac{1}{8}$	
Haugsund, in Eker.. ..	1 $\frac{5}{8}$	
Dunserud, in Fistum	1	
³ KONGSBERG	$\frac{7}{8}$	
Heibö	2 $\frac{3}{4}$	
⁴ Søm, in Hitterdal	$\frac{3}{4}$	

11 N. m. 77 E. m.

¹ *Næs*.—This stage was formerly divided into two, and the stations given in the old road-books are Stabæk and Asker.

² Approaching *Drammen*, there is a fine view from Paradise Hill of the town, the valley, and the Fjord. For *Drammen*, see Route 9.

³ *Kongsberg* is principally remarkable for the silver mines, which are worked by the Government, and produce an annual revenue of 100,000 Sp. dollars.—See “Norway and its Scenery,” p. 124. *Kongsberg* stands in the valley of the Laagen-elv, over which the Jonskunden mountain rises to the height of 3,000 feet.

⁴ *Søm in Hitterdal*.—Route 4 is joined here; see the Excursions 1 and 2, for the continuation of the route into the Telemarken, or to the Rjukan-Foss.

There is a more direct and a pleasanter road from *Kongsberg* to Dæl and the Rjukan-Foss, which is practicable for

active travellers. Its course lies up the valley of the Laagen-elv, till that river is joined by the Jonsdal-elv near the waterfall of the Lardbrö-Foss, and then to *Möen* on the latter river, 1 mile; to *Bolkesjö*, 1 mile; to *Graven*, on the Tind-sö, about 3 Norsk, or 21 English miles. This stage is not practicable for carriages. From Graven a boat may be procured to ascend the Tind-sö to Mæl, at the entrance of the Westfjordalen, where the road joins the route from Kongsberg to the Rjukan-Foss; or it may be joined at Tinoset by going from Bolkesjö to Folseland, $1\frac{1}{2}$ Tinoset, $1\frac{1}{2}$ miles.

ROUTE XVI.

CHRISTIANIA TO BERGEN, OVER THE FILLE-FJELD.

This is the most frequented route to Bergen; the road is generally excellent, and it leads through the magnificent passes of the Fille-Fjeld, with the fine approaches to them. There is another road to Bergen, by way of Drammen, and through Hemsedal and Hallingdal, which is likewise very interesting, and crosses the Fille-Fjeld in another line; being also convenient for visiting the Rjukan-Foss, &c., in going or returning.—See Routes 9 and 15. The railway between Christiania and the foot of the Mjösen-Vand, which is expected to be opened this year, (1853) with the steamers which already ply on that lake, may be turned to good account by the traveller on this route, as they enable him to join it about 76 English miles from Christiania, with a considerable saving of time and fatigue, if not of distance. The tourist will go by the railway to the terminus at Minde, the station also of the steam-boats on the Mjösen. The distance is about forty miles. No doubt, trains will be arranged to meet the departure of the boats. At present they run every Tuesday, Thursday, and Saturday mornings, but probably there will be daily communications on the Mjösen when the railway is completed. The tourist, taking his passage in the steam-boat, will disembark at *Hun*, on the western shore of the Mjösen. The distance from Minde is about 40 miles, and the passage is performed in from four to five hours. From *Hun* to *Rodnæs*, the nearest point at which the high road to Bergen can be reached, the distance is 17 English miles, by a good

post-road; and horses may be procured both at Hun and at Mustæd, the intermediate station to Rodnæs. There is a large and commodious inn at Hun, and there are comfortable accommodations for a small party at Mustæd.

In this way, the journey from Christiania to Rodnæs may be accomplished in about seven hours, while, by the post-road, it cannot be done in less than twelve or fourteen; besides, at the outset of a long and wearisome journey of nearly 350 miles, it is something to save the wear and tear of sixty miles travelling by road. In addition to this, the tourist will include in this little detour a long range of the noble Mjösen-Vand, without losing the scenery of the Rands-Fjord, which he will fall in with at Rodnæs. This variation from the usual route is, therefore, strongly recommended to future travellers; carriages can be shipped and disembarked at Minde and Hun, and of course conveyed by the railway from Christiania. The distances in Norsk miles between Hun and Rodnæs are, from Hun to Mustæd, $1\frac{1}{2}$; thence to Rodnæs, $1\frac{3}{8}$ miles. By sleeping at either of the two former of these places, a good start will be obtained for the next day's journey, which includes a very difficult pass over the mountains from Brufladt to Frydenlund.

The journey from Christiania to Bergen generally occupies eight or nine days, but may be accomplished in seven. Forbud tickets should be despatched by the preceding post, directions for which are given in the preliminary chapter. The distances should be arranged in reference to suitable sleeping places which are mentioned in the Route. Fifty miles a day may be accomplished with ease on most parts of this road, and seventy, on a pinch, by an active traveller.

¹ Jonsrud	..	$1\frac{1}{2}$	Pay for 2 m.
Sundvolden	..	$1\frac{1}{2}$	Pay for $2\frac{1}{2}$ m.
Klækken	..	$1\frac{3}{8}$	Fast station
² Vang, in Jænvager		1	Near Vang there is a steam-boat station on the Rands-Fjord.
Sanne, in Gran..		$1\frac{1}{2}$	
Augedal	..	$\frac{1}{2}$	(pronounced Ougedal.)
Smedshammer ..		$\frac{1}{2}$	

Sand, in Land	..	$1\frac{1}{2}$	
Hof	..	$1\frac{1}{2}$	
Steensrud, or Rodnæs		$\frac{7}{8}$	The route by the Mjösen joins here.
³ Tonvold	..	$1\frac{1}{8}$	
Tomlevold	..	$1\frac{1}{8}$	
⁴ Bruffadt	..	$1\frac{5}{8}$	
Frydenlund	..	$1\frac{5}{8}$	
⁵ Strand	..	$1\frac{5}{8}$	
Reien, or Slidre		$1\frac{1}{8}$	
Stæe	..	1	
⁶ Öjlo	..	$1\frac{1}{8}$	
Thune	..	$\frac{3}{4}$	Pay for 1 m.
⁷ Kuame	..	1	
⁸ Hæg	..	$3\frac{1}{2}$	Pay for 5 m.
Husum	..	$\frac{7}{8}$	Pay for $1\frac{1}{2}$ m.
⁹ Mid-Lysne	..	$1\frac{1}{2}$	Pay for $1\frac{1}{2}$ m.
¹⁰ Lierdals-ören	..	$1\frac{1}{2}$	
¹¹ Gudvangen	..	$5\frac{1}{8}$	
Stalheim	..	$1\frac{1}{8}$	
Vinje	..	1	
Tvinden	..	$\frac{7}{8}$	
¹² Vossevangen	..	1	
Flage	..	$\frac{7}{8}$	
Evanger	..	$\frac{3}{4}$	
Bolstadoren	..	$\frac{3}{4}$	
Dalseidet	..	$\frac{1}{2}$	
Dale	..	$\frac{5}{8}$	
Garnæs..	..	$2\frac{1}{2}$	
Hauge	..	$\frac{7}{8}$	
¹³ BERGEN	..	$1\frac{1}{2}$	

48 $\frac{3}{8}$ N. m. 338 $\frac{1}{4}$ E. m.

¹ Stop the carriage at *Krogkleven*, before coming to Jonsrud, where there is one of the finest views in the south of Norway. It embraces the snowy peak of Gousta-Fjeld, 70 English miles distant, and underneath commands the Tyri-Fjord and the Hols-Fjord, a smaller lake, with the romantic district of the Ringerike, so called after one of the old

kings of this part of Norway. A guide should be obtained to the best points of view. Near *Klækken*, see the noble Høne-foss.

² *Vang*.—The scenery continues picturesque to Vang, on the Rands-Fjord, which extends 50 English miles almost due north; on its shores forest and cultivated scenery are intermingled, and the head of the lake is surrounded by mountains. Near Vang is the station of a steam-boat which plies on the Fjord; the tourist may, perhaps, take advantage of it to vary his mode of travelling. It traverses the whole length of the Fjord, starting from Hadeland at its southern extremity, and conveying the traveller, in his direct route, as far as Odnæs (not Rodnæs) at the head of the lake. By the last accounts, the boat leaves Hadeland every Monday and Thursday at 6 A.M., returning on Wednesday and Saturday at 8 A.M. If the tourist contemplates this plan, he must arrange his forbud accordingly. Hadeland is rich in curious remains connected with old Norwegian history. The post-road coasts the eastern side of the Rands-Fjord for its entire length to beyond the station at Rodnæs, where there are good accommodations.

³ Near *Tonvold* the fertile valley of the Etnedals-elv is entered, which is followed up to Brufladt.

⁴ At *Brufladt*, one of the steepest ascents in the whole journey is commenced, the summit of the pass rising to at least 3,500 feet above the level of the sea, and the traveller from the south finds himself for the first time among drifts of snow. After passing this plateau, the descent to Frydenlund is equally rapid, commanding views of prodigious extent and magnificence. There are tolerable quarters at Frydenlund, and much better at Rein, two stages beyond.

⁵ *Strand-Fjord*.—"I saw nothing in Norway more exquisite; the road follows the left bank for about 15 English miles. The shores are studded with villages and hamlets, clustered among groves of timber, which, encircling pastures and corn-fields, straggle up the sides of the hills, and richly clothe point and promontory jutting out into the Fjord, and headlands and islets breaking its outline. I counted no less than four or five churches on the western bank, a rare aggregation in this thinly-populated country, &c."—"Norway in 1848."

* *Øjlo* is charmingly situated at the foot of the Lille Miösen-Vand. Then follows "a scene of dreary grandeur; the dark waters of the unfrequented lake below, and a mountain of upwards of 4,000 feet in height (along the face of which the road is carried) above."

† At *Kuame* the ascent of the Fille-Fjeld is begun in right earnest, the road being often fearfully steep. The horses are not changed till Hæg on the other side of the Fjeld; but on the summit of the ascent, at Nystuen, there is a very comfortable resting-place, where, though it stands 3,000 feet above the level of the sea, all the wants of the weary traveller are supplied. There is a small lake just by, which furnishes trout of peculiar excellence. Just beyond the post-house at Nystuen a column marks the boundary between the provinces of Aggershuus and the Bergenstift. "Standing beside the marble pillar, I had a splendid prospect to the north, as far as the eye could reach, on a magnificent day, and myriads of mountain-tops were discernible covered with snowed to their very summits, all lighted up by a cloudless sky. The same day I fell in with multitudes of those little creatures, the lemmings, which, hiding their heads only, allowed themselves to be caught."—M.S. Note, R. K.

* Between *Nystuen*, and *Hæg*, for about 20 English miles, the plateau of the Fille-Fjeld is crossed, at a high elevation, in all its monotonous desolation. Snow frequently lies on the ground; vegetation is scant and dwarfish; and no animal life is seen, unless a herd of reindeer should happen to cross the traveller's path. Soon after commencing the descent *Maristuen* is reached, a roomy house, with good accommodations; the road now follows the course of the Lierdals-elv all the way to Lierdals-ören. The scenery of the pass is extremely wild; the cliffs tower to a great height, and huge masses of rock are scattered at the base; the torrent foams below, forming numerous cataracts, and receiving continual accessions from the cascades which discharge themselves from the summit of this Fjeld.

* Between *Hæg* and *Husum* the road continues rapidly to descend through most romantic scenery; the tourist should stop to see the curious old church of Borgund to the left of the road. It is built of timber, and of great anti-

quity, dating from the 11th or 12th century, in a style of architecture peculiar to these old churches of Norway, which seem to be modelled on a mixture of the Byzantine and what is commonly called the Gothic style. Another on a larger scale is seen at Hitterdal, in Route 4. Above Husum there is a fine specimen of Norwegian engineering, where the road is carried *en-échelon* down the steep scarp of the mountain.

¹⁰ For LIERDAL'S-ÖREN, see Route 8. The passage from hence to Gudvangen is performed by boats on the Sogne-Fjord, for which see the observations in Excursion 4 connected with that Route.

¹¹ *Gudvangen* is approached through a deep and narrow inlet of the Fjord, a chasm in the precipitous cliffs rising 2,000 feet from the water's edge, and continuing up the narrow glen, after passing which, the road is carried to the summit at the head of the valley by a zigzag of great engineering skill. The Keel-Foss leaps from the summit of the cliffs into the ravine (2,000 feet,) a prodigious fall, but the body of water is trifling; altogether, however, this is a scene of surprising grandeur.

¹² *Vossevangen*.—For remarks on the road from hence to Bergen, see Route 5.

¹³ BERGEN. See Route 1.

ROUTE XVII.

CHRISTIANIA TO TRONDHJEM, BY THE MJÖSEN-VAND AND THE DOVRE-FJELD.

This is the great north road of Norway; but the completion of the railway to Minde, on the Mjösen, will alter its earlier stages.—See the directions given in Route 16; instead, however, of landing at Hun, the traveller will proceed by the steam-boat to *Lillehammer*, at the head of the lake, which is about 65 English miles in length, and there join the post-road to Trondhjem. Forbud tickets should be dispatched by post, according to previous directions, the journey being divided into convenient stages for rest and refreshment; the journey may be performed in seven or eight days.

Grörud, in Aker ..	$\frac{7}{8}$	
Skrimstad, in Skedsmö ..	$\frac{7}{8}$	Pay for 1 m.
¹ Mö, in Sörum ..	$\frac{3}{4}$	
Frogstad, in Ullensaker	1	
Risebrö ..	$1\frac{1}{8}$	
² Pirö, in Eidsvold ..	$\frac{3}{4}$	
³ Minde ..	$1\frac{1}{8}$	Embark here in steam-boat on the Mjösen-Vand. ⁴
⁵ LILLEHAMMER ..	9	
⁶ Moshuus, in Öjer ..	$1\frac{3}{4}$	
Holmen, in Throtten	1	
Losnæs, in Fodvang ..	$1\frac{1}{2}$	Pay for $1\frac{5}{8}$ m.
Elstad, in Ringebö ..	$\frac{3}{4}$	Pay for 1 m.
Oden, in Frøen	$1\frac{3}{8}$	
Moen, in Söthorp ..	$\frac{7}{8}$	
⁷ Viig, in Kuammæs ..	1	
⁸ Solhjem, in Sels ..	$1\frac{3}{4}$	
⁹ Laurgaard ..	$1\frac{1}{4}$	
Haugen, in Dovre ..	$\frac{3}{4}$	Pay for 1 m.
¹⁰ Tofte, in ditto ..	$1\frac{1}{8}$	
¹¹ Lie, in ditto ..	$\frac{3}{4}$	
Fogstuen, on Dovre-Fjeld	1	Pay for $1\frac{1}{4}$ m.
¹² Hjærkin, ditto ..	$1\frac{7}{8}$	
¹³ Kongsvold, ditto ..	$\frac{7}{8}$	Pay for $1\frac{1}{4}$ m.
Drivstuen ..	$1\frac{3}{8}$	
Rise ..	$1\frac{1}{8}$	Pay for $1\frac{1}{2}$ m.
¹⁴ Oune, in Opdal ..	$\frac{7}{8}$	
Stuen ..	$1\frac{1}{4}$	
Sundseth, in Rennebö ..	1	
Bjerkager, in ditto ..	1	Pay for $1\frac{1}{8}$ m.
¹⁵ Garlid, in Sognedal ..	$1\frac{1}{8}$	
Hov, in ditto ..	$\frac{3}{4}$	
¹⁶ Soknæs ..	1	
Vollum, or Volla ..	$\frac{7}{8}$	
Leer, in Flaa ..	1	
¹⁷ Mælhuus ..	$\frac{7}{8}$	
Ust, in Leinstranden ..	$\frac{3}{4}$	
¹⁸ TRONDHJEM or DRONTHEIM	$1\frac{1}{4}$	

47 $\frac{1}{2}$ N. m. 333 $\frac{1}{2}$ E. m.

2 D

¹ *Mö.*—This and the two next stations have been lately changed; they are taken from the *Reiseroute*, published at Christiania in 1852; in the old road-books they stand thus: Kloften, Lie, Raholt. The country to Minde is uninteresting, and the road execrable, it being cut up by the great commercial traffic to the Mjösen lake, by which the interior is supplied with groceries and other shop-goods; the railway which passes along this line, will, doubtless, absorb this, as well as the passenger, traffic, and the post-road be disused.

² *Eidsvold.*—On the right of the road is an old mansion, where the *Grund-lov*, or constitution of the kingdom, was framed in 1814, when, before the union with Sweden, the Norwegians made a noble stand against the combined European powers for their national liberties, which they succeeded in establishing.—See “Mr. Laing’s Works,” and “Norway in 1848 and 1849.”

³ Near *Minde* are the baths of Eidsvold-bakken, much resorted to in the summer. The company are entertained in a long and spacious building, a miniature of those of the same description at the German baths. The prospect from this spot over the Mjösen-Vand is very agreeable, and the little port of Minde below, the station of the lake steam-boats, gives it a busy air.

⁴ The *Mjösen* is a magnificent sheet of water,—from its great extent an inland sea; the shores, bounded by gentle elevations, the slopes of which are partially wooded, and generally well cultivated, offer varied and pleasing views, but the scenery is not to be compared with the bolder features of the western lakes and fjords. If possible, the tourist should visit the Mjösen first, as it will appear tame on his return. For further observations on the Mjösen-Vand, see “Norway and its Scenery,” p. 109, and for places on its shores, Routes 18 and 19.

⁵ *LILLEHAMMER* is a town (*Kjöbstad*) of rising importance at the head of the lake, being the entrepôt for the commerce of the rich valleys of Gulbrandsdalen and Hedemarken. There are some large distilleries, at which five million gallons of corn-brandry are made annually, the consumption of spirits in Norway being enormous. There is a good hotel in the open space near the church. The river

Laagen, which here runs into the lake, abounds in fine trout, which are commonly of 18lbs. weight, and are sometimes taken, it is said, of double that size.

⁶ *Moshuus*.—The road now threads the windings of the celebrated valley of Gulbrandsdal, the garden of Norway, which, watered by the Laagen-elv, is 140 English miles long, extending to the foot of the Dovre-Fjeld. Rich farms, in excellent cultivation, contrast with the stupendous mountain ridges enclosing the valley, and the pine forests which, in places, clothe their higher declivities. The river Laagen forms numerous rapids and falls in its headlong course; in other places it has the stillness of a small and narrow lake. The interest is increased by crossing several lateral rivers, which discharge their waters into the Laagen, the road being carried over bridges of timber, of the most picturesque style, often at great elevations above the torrents beneath.

⁷ *Vig*.—The famous Norwegian king, St. Olaf, was born here; pieces of the timber of his old mansion, employed in building the station-house, are still pointed out. The situation is charming, and it is a desirable resting-place.

⁸ *Sothjem*.—Beyond this station, at Kringelen, on the top of a hill, is a monument commemorating the slaughter by the peasants of Colonel Sinclair and a body of Scots who were crossing the country to form a junction with the army of Gustavus Adolphus in 1612.—See "Norway and its Scenery," p. 306.

⁹ *Laurgaard*.—Here a cross road tuns off, leading to the Otte-søe and across the Sogne-Fjeld to Fortun.—See Route 8.

¹⁰ *Tofte* is the first of the stations, called *Fjeld-Stuen*, founded in 1120, by King Eyestein, as refuges for travellers crossing the Dovre-Fjeld. Before reaching it the road passes the village and church of *Dovre*, which gives name to the district. On the right are seen the cluster of peaks called the Rundane-Fjeld.

¹¹ *Lie*.—The ascent of the Dovre-Fjeld commences here, being very abrupt, through the most desolate scenery imaginable. The traveller changes horses at Fogstuen, another of the Fjeld-Stuen and a most wretched place; and soon

after reaches the plateau of the Dovre-Fjeld, upwards of 4000 feet above the level of the sea.

¹² *Hjærkin*.—The peak of Sneehætta is seen, and may be easily ascended, from the neighbourhood of this station. Its height, according to Mr. Esmark's admeasurement, is 8115 feet, or nearly double that of Ben-Nevis. The station-house is very commodious, and supplied with every comfort. "One could stop here for any length of time in the very heart of the Dovre-Fjeld; there can be no lack of sport, and consequently of good feed, and no one can be more anxious to please than the station master."—"Captain Biddulph's Journal." For further particulars of Sneehætta and the road over the Dovre-Fjeld, see "Norway and its Scenery," pp. 296, &c. From Hjærkin a road turns off to the east, through Foldalen, and, crossing the Tron-Fjeld, meets the road from Christiania to Røraas (Route 20) at Tonsæt on the Glommen.

¹³ *Kongsvold*.—Good quarters here. The road now descends rapidly, and following the course of the Driva-Elv, is carried through a deep ravine, hemmed in on both sides with rocks, and frequently choked up with large masses. Dr. Clarke and the earlier travellers were in raptures with this scenery, comparing it to the finest passes in Switzerland; but those who have visited the western districts of Norway, think it inferior to much they have seen there.

¹⁴ *Oune*.—There are good accommodations here, as well as at Sundseth, two stages further on. The valley gradually widens, and the scenery becomes less bold and picturesque. Here a road turns off to the west, and following up the Driva-Elv, then descends the right bank of the Sundals-Elv to the Fjord, where travellers embark for Molde or Christiansund. Our road to Trondhjem makes here a bend to the east.

¹⁵ *Garlid*.—"The scenery between this station and Hov is peculiar and unlike anything I had seen. The road is good, but hilly, and every succeeding hill commands a great extent of fir-forest, stretching over a very undulating country. The peculiarity is that a village crowns every eminence, while the whole country besides appears only a fit abode for wild animals."—"Price's Journal."

¹⁶ *Soknæs*.—After leaving this station, the road descends

the valley of the Gula-Elv, which in some parts is very picturesque. Here the road from Røraas to Trondhjem is joined.

¹⁷ *Mælhus*.—The beautiful valley of the Gula-elv continues all the way; it is highly cultivated and well peopled; with the broad and glittering stream in the middle, and commanding fine views of forest-clad mountains. "The whole antiquity of the nation is crowded together in this valley; it is the cradle of the land."—Von Buch. See "Norway and its Scenery," p. 290.

¹⁸ *Trondhjem*.—For particulars, see Route 11.

ROUTE XVIII.

CHRISTIANIA TO LILLEHAMMER, BY WEST BANK OF THE MJÖSEN.

This and the following Route fall in at Lillehammer with the great north road to Trondhjem; but they are seldom adopted since the establishment of steam-boats on the Mjösen. They may be useful to tourists who, after an excursion on that lake, wish to return by land in order to vary the journey; and more extensive views of the lake are, of course, commanded from its elevated shores than from the deck of a steam-boat. Of the two, Route 19, on the east side of the lake, is preferable, both in point of scenery and because the road on the eastern bank is very bad. From Christiania to Eidsvold the distances are given in Route 17; but the railway will supersede those stages.

Pirö, in Eidsvold	..	5 $\frac{3}{8}$	
¹ Hammeren, in Hurdal	..	1 $\frac{3}{4}$	
² Garsjö	..	$\frac{7}{8}$	Pay for 1 m.
Grönnen	..	1 $\frac{3}{8}$	Pay for 1 $\frac{1}{4}$ m.
³ Alfstad, Lunden, or Sogstad		1	
⁴ Hun, or Hund	..	1 $\frac{1}{4}$	
Sveen, in Birid	..	1	
Rotterud, or Grytestuen		1 $\frac{1}{4}$	
Vignæs; cross the Laagen to			
LILLEHAMMER	..	1 $\frac{5}{8}$	

15 $\frac{1}{2}$ N. m. 110 $\frac{1}{2}$ E. m.

¹ *Hammeren*.—The road coasts a small lake called the Hurdals-sö.

² At *Alfstad* there is an obelisk with a Runic inscription. The *gaard* or mansion here is said to have been the residence of a king named Alf.

³ Between *Garsjö* and *Lunden* a high *Fjeld* is crossed. The views of the *Mjösen-vand*, with its bays and promontories, its cultivated banks, woods, villages, and churches, on this stage, and occasionally throughout the route, are very beautiful.

⁴ *Hun*.—There is a comfortable inn here. See the observations prefixed to Route 16.

ROUTE XIX.

CHRISTIANIA TO LILLEHAMMER, BY EAST BANK OF THE MJÖSEN.

See Observations, prefixed to Route 16.

To Eidsvold, as in Route 17 ..	5 $\frac{3}{8}$	
¹ Morstuen	1 $\frac{1}{8}$	Pay for 1 $\frac{1}{2}$ m.
² Korsödegaarden	1 $\frac{1}{8}$	Pay for 1 $\frac{1}{2}$ m.
Noklebye	1	
³ Thorshoug, in Vang ..	1 $\frac{1}{2}$	
Bjærke, in Furnæs ..	$\frac{7}{8}$	
Fangberget, in Ringsaker ..	1	
Mö, in ditto	1 $\frac{1}{8}$	
Freng, in ditto	1 $\frac{1}{8}$	
LILLEHAMMER	1 $\frac{1}{8}$	

15 $\frac{3}{8}$ N. m. 107 $\frac{1}{2}$ E. m.

¹ *Morstuen*.—The road passes so near the *Mjösen-Vand* that in some places its little waves dash the wheels of the carriage; at others the road mounts high above its steep and rocky banks. There are fine views over the lake, with a magnificent back-ground of lofty mountains. The province of *Hedemarken* is here entered, remarkable for its rich soil, high cultivation, and the wealth and independence of the farmers.

² *Korsödegaarden*.—From this station Route 20 diverges to the eastward, meeting the *Glommen* river, and continuing to *Röraas* and *Trondhjem*.

³ *Vang* stands on an inlet of the lake at its broadest part; the Island of Helgeö, the only one on the lake, about the size of Curwen's Island on Windermere (which the Mjösen somewhat resembles), lies off the mouth of the inlet; On the island are the ruins of a castle built by Hako IV. Near Vang formerly stood the city of Stor-Hammer. It is said to have been a Norsk mile in circumference, and to have contained a palace, a cathedral, and many churches and monasteries. It was ravaged and destroyed by pestilence and fire in the fifteenth century, and no vestige of it remains, except some picturesque ruins of the cathedral.

ROUTE XX.

CHRISTIANIA TO TRONDHJEM, BY THE GLOMMEN AND RÖRAAS.

The distance by this route to Trondhjem is about the same as that over the Dovre-Fjeld, Route 17. It is little frequented, but may be useful to tourists who wish to change their line of road in going to Trondhjem or returning; or to include a visit to the copper mines at Röraas, and the encampment of Lapps in that neighbourhood. The Glommen also is a noble river, the largest in Norway, its course to the sea extending more than 300 miles, and this road ascends its banks for two-thirds of the distance. In the lower part of its course it waters a fine district; and although the province of Osterdalen, through which the road ascends it northward, is wild and uncultivated, there are magnificent pine forests, and the hunting and shooting is said to be excellent. It is almost the only part of Norway in which the elk is now found.

Korsödegaarden	..	7 $\frac{5}{8}$	See Routes 17 and 19.
West Loken, in Romedal		1 $\frac{3}{4}$	
Sigstad, or Aanestad	..	1	
¹ Grundsæt, in Elverum		1 $\frac{3}{8}$	
Aasæt	..	1 $\frac{7}{8}$	
Soknæs	..	$\frac{7}{8}$	
Ophuus, in Stör-Elvedalen		1 $\frac{3}{4}$	
Messelt, in ditto	..	1 $\frac{3}{4}$	

² Vestgaard, in ditto ..	1	
³ Akre, in Hither Reen-dalen ..	$2\frac{3}{4}$	Pay for 4 m.
Bergsæt, in Over Reen-dalen ..	$1\frac{1}{8}$	
⁴ Engen, in Tönsæt ..	3	Pay for $4\frac{1}{2}$ m.
⁶ Nedby, in Tönsæt ..	$1\frac{1}{2}$	Pay for 2 m.
Tolgen	$1\frac{1}{4}$	
Ös in Tolgen	$1\frac{1}{2}$	
⁶ RÖRAAS	$1\frac{3}{8}$	
⁷ Röen, in Aalen	$1\frac{1}{2}$	Pay for 2 m.
Hov, in ditto	$1\frac{1}{2}$	Pay for $1\frac{1}{2}$ m.
Grödt, in High Aalen ..	$1\frac{1}{4}$	
Langedet, in ditto ..	1	
Kirkvold	$1\frac{5}{8}$	
Bogen	1	
Rogstad, in Stören ..	1	
⁸ Vollum, or Vollan ..	$1\frac{1}{2}$	See Route 17.
TRONDHJEM	$3\frac{1}{4}$	

$47\frac{3}{8}$ N. m. $331\frac{1}{2}$ E. m.

¹ *Grundsæt*.—At this station the road approaches the Glommen, which is here a fine majestic stream, not less than 200 yards broad. The road is excellent, and the views varied and picturesque.

² *Vestgaard*.—The high road here crosses the Glommen, which it joins again at Tönsæt, about 40 English miles further north: but there is a horse-road to the same point which follows the windings of the river all the way. The main road, diverted to the east by high mountains which close in upon the right bank of the river, after crossing it, passes over very high ground till it descends into Reen-dalen and strikes the Stör-sö.

³ *Akre*.—This station, in the valley of the Rena-elv, a stream which flows into the Stör-sö, is reached after the long and hilly stage just mentioned.

⁴ *Engen*.—All these stages are very hilly. The road still follows the course of the Reena-elv, and passes at the foot of the Tron-Fjeld, 5761 feet high.

⁶ *Nedby, in Tönsæt*.—"This is quite a large village, and the posting house is like an inn. The Glommen is here about as broad as the Towy at Carmarthen."—"Captain Biddulph's

Journal." Here the route regains the valley of the Glommen, and the road from Hjærkin, through Foldalen, mentioned in Route 17, joins it. There is also a more direct road from hence to Trondhjem, by which the detour to Röraas is avoided. It goes by Evikne, crossing a high Fjeld before it descends into the valley of the Orka-elv, and joining the great north road, Route 17, at Garlid. There are regular stations, which are given in the last authorized tables, as follows:—

Lundsæter ..	..	1	
Tönsæt	..	1½	
Stöen ..	..	1	
Evikne ..	..	2	Pay for 2½ m.
Möen, in Dö	..	1	
Næverdäl, in ditto ..	..	1½	
Garlid ..	..	2½	Pay for 3 m.

* *Röraas*.—This town, though it is situated 3000 feet above the level of the sea, in a most dreary and inhospitable district, has a considerable population, depending entirely on the copper mines, which are here worked and smelted. There are good accommodations at the *Landsman's*, an intelligent person, who is also the station-master. From Röraas an encampment of Lapps, on the Swedish frontier, with their herd of rein-deer, may be visited. See "Norway and its Scenery," p. 119.

† Before arriving at *Röen* the route leaves the Glommen, which is here a mountain torrent with numerous falls and rapids, and has its source in the elevated Aasund-Söen, a little to the right. Soon afterwards the road falls in with one of the tributaries to the Gula-Elv, and follows its windings through the glen, and afterwards the noble valley, of the Gula, till the river falls into the Trondhjem-Fjord. About Röen, therefore, is the watershed between the rivers which discharge themselves into the Skaggerack on the south, and those which fall into the northern ocean by the west of Norway.

* *Vollum*. Here the road from Röraas joins Route 17, the great northern road to Trondhjem.

ROUTE XXI.

CHRISTIANIA TO MOLDE, BY ROMSDALEN.

To tourists from Christiania, no more interesting tour can be suggested than that which this route offers either in itself or combined with the return by the Sogne-Fjord and Lierdals-ören, over the Fille Fjeld, Routes 10 and 16; or, extended to the Hardanger and south-western districts, by Routes 5 and 6, taking them the reverse way. Our present route embraces the lake scenery of the Mjösen, and crosses so near the foot of the Dovre-Fjeld, that by a short excursion its wild passes, and the Fjeld itself with Sneehættan, may be included in the tour. For this excursion the tourist should make his resting place at the comfortable station of Hjærkin, two stations beyond Lie or Lid. Here our present route branches off from the great northern road, following the first course of the Laagen-elv, and then of the Rauma-elv all the way to Veblungsnæs on the Romsdal-Fjord, which the tourist is recommended to make a resting place. The scenery in this part of the route, which is throughout charming, increases in grandeur on the approach to Romsdalen, through which wild and picturesque valley the road is conducted. There are regular stations all the way, and the journey may be performed in a carriage with horses bespoke by the forbud. From Molde, continuing the tour above sketched, the traveller will take the Bergen road, Route 10, as far as Lærvig, on the Sogne-Fjord, which he will ascend in boats to Lierdals-ören; and from thence may return to Christiania, over the Fille-Fjeld. If, however, as before suggested, he proposes to include the Hardanger and objects connected with it, such as the Voring and Rjukan-Foss in his circuit, another branch of the Sogne-Fjord will land him at Gudvangen, and taking the post-road to Vossevangen, he will cross to Eide on the Hardanger-Fjord, according to Route 5. That and the several other routes in the first, or south-western group, may be consulted as to the most eligible course of completing the intended circuit, bearing in mind that if the traveller has no wish to return to Christiania, all those routes centre in

Christiansund, from whence he may have an opportunity of embarking for England. This, however, should be previously ascertained, and the arrangements made accordingly. This extended tour may be accomplished in a month, with a reasonable selection of the most interesting points.

The following are the stages from Lie to Molde; the rest will be found in the routes referred to.

From Christiania	..	29 $\frac{5}{8}$	Route 17.
¹ Holager .. ..	..	1 $\frac{5}{8}$	
Holseth .. ..	..	1 $\frac{3}{8}$	
² Læsjo-Iærnværk ..	..	$\frac{7}{8}$	
³ Mølmen .. ..	..	1 $\frac{1}{8}$	
Nystuen .. ..	..	1	
Ormeim .. ..	..	1	pay for 1 $\frac{1}{2}$ m.
Fladmark .. ..	..	1	
⁴ Horgheim .. ..	..	1	
Veblungsnæset ..	..	1 $\frac{1}{2}$	
Torvig .. ..	..	$\frac{3}{8}$	
Alfarnæs .. ..	..	1 $\frac{1}{4}$	
Sollesnæs .. ..	..	$\frac{7}{8}$	
Dværgnæs .. ..	..	$\frac{7}{8}$	
Strande .. ..	..	$\frac{1}{4}$	
MOLDE .. ..	..	$\frac{3}{4}$	

44 $\frac{1}{2}$ N. m. 309 $\frac{3}{4}$ E. m.

¹ *Holager*.—Here the Laagen-Elv flows out of the Læsjo-Vand, and the road begins to skirt its northern shore. It is a singular natural phenomenon that both this river and the Rauma-Elv have their sources in the same lake, although one discharges its waters into the Skaggerak, which washes the south coast of Norway, and the other into the North Sea. The elevation of the lake must be considerable, probably not less than 2000 feet above the level of the sea.

² *Læsjo Jærnværk*, or "Iron Works," from an old foundry.

³ *Mølmen*.—Between this and the last station the road coasts two small lakes, the largest of which has the name of Læsjo-skogen, in Munch's Map. The scenery is varied and

410 ROUTE XXII.—CHRISTIANIA TO KONGSVINGER.

picturesque all the way down the valley of Romsdalen, which the river and the road here follow.

⁴ *Horgheim*.—Soon after passing this station, the grand features of this celebrated valley commence and continue all the way to Veblungsnæset. See Route 10 for the continuation of the route to, and an account of, *Molde*.

ROUTE XXII.

CHRISTIANIA TO KONGSVINGER, ON THE SWEDISH FRONTIER.

This is the most direct road to Stockholm; the first three stages from Christiania being the same as in Route 17.

Grörud, in Aker ..	..	$\frac{7}{8}$	
Skrimstad, in Skedsmö		$\frac{1}{8}$	pay for 1 m.
¹ Mö, in Sörum ..	..	$\frac{3}{4}$	
Langbakke, in Ullensaker		$1\frac{1}{8}$	
² Raaholt, or Herberg, in Næs		$1\frac{1}{4}$	
Korsmö, in Ödalen	..	$1\frac{1}{4}$	
Sundby, in ditto	..	$\frac{3}{4}$	
³ KONGSVINGER ..	..	$1\frac{1}{8}$	

$8\frac{1}{2}$ N. m. $59\frac{1}{2}$ E. m.

¹ *Mö*.—Half-way between this and the next station our road turns off from that which leads to Minde, at the foot of the Mjösen-vand.

² *Raaholt*.—Before coming to Næs the road crosses the Vormen-Elv, which issues from the Mjösen-Vand at Minde. The Vormen joins the Glommen a little to the right of this road, which follows the course of the latter river all the way to Kongsgiver, through a level and fertile country. About one English mile from Raaholt is the Fon-Fossen, a considerable Fall. At this place the roar of the waters is heard from the road; but it is not often visited.

³ *Kongsvinger* (Kings-vinger) was formerly a frontier fortress of great strength. The citadel stands on a high point of land, washed on two sides by the Glommen. It was of great importance during the long series of wars between Sweden and Norway, but since the union of the two

kingdoms, it has been dismantled. The Swedish border is crossed about 20 English miles from Kongsvinger. It is marked by boundary stones or pillars, a line of which extends from near Stromstad, on the southern, to the Tana-Elv at the northern, extremity of the Scandinavian peninsula. "They are all numbered and fixed, as appears by Forsell's [and other] maps, at intervals of from a half to one Norsk mile, the whole extent of the frontier."—"Captain Biddulph's Journal."

ROUTE XXIII.

KONGSVINGER TO BÖRAAS AND TRONDHEJEM.

There are roads on both banks of the Glommen as far north as Grundsæt in Elverum, where they join Route 20. The stages on both are given, completing the line of the valley of the Glommen, south to Kongsvinger. Of the two, that on the left bank is preferable; in both, Skulstad, $\frac{1}{2}$ m., is the first stage.

<i>On Right Bank.</i>		<i>On Left Bank.</i>	
Næs, in Grue ..	$1\frac{1}{2}$	Nord, in Brandvold ..	1
Holmrydningen, in ditto	$1\frac{1}{2}$	Bold, in Grue ..	1
Lövaasen, in Hof, ..	$\frac{3}{4}$	Anstad, in Hof ..	$1\frac{1}{4}$
Dengen, in Aasnæs	$\frac{3}{4}$	Kongelbæk, in Aasnæs	$\frac{3}{4}$
Braskerud, in Vaaler ..	$1\frac{1}{2}$	Vaaler	1
Berger, in Elverum	$1\frac{3}{8}$	Elsæt	$\frac{5}{8}$
Grundsæt, in ditto ..	$1\frac{1}{4}$	Houm, in Elverum ..	$1\frac{1}{4}$
	—	Grundsæt	$1\frac{1}{2}$
N. miles	$7\frac{1}{8}$	N. miles	$8\frac{3}{8}$

ROUTE XXIV.

CHRISTIANIA TO LAURVIG AND FOSSEGRUND.

This route connects Christiania with the principal towns on the west bank of the Cristiania-Fjord and with Frederiksværn, the principal station of the Norwegian navy.

At Porsgrund it joins Route 4, which proceeds west to Christiansand.

Næs, in Asker	..	1 $\frac{1}{2}$	
Gjellebæk	..	1 $\frac{1}{4}$	
¹ DRAMMEN	..	1 ¹	
Ostre, in Sande		1	
Revaa, in ditto	..	$\frac{7}{8}$	
² HOLMESTRAND	..	1 $\frac{1}{4}$	
Solleröd, in Undrumsdal		1 $\frac{3}{8}$	
³ Fyldpaa, near TÖNSBERG	$\frac{3}{4}$		Fyldpaa to Tönsberg $\frac{1}{2}$ m.
Sörbye, in Stokke	..	$\frac{7}{8}$	
Haukeröd	..	1	
Maannjordet	..	1 $\frac{3}{8}$	
⁴ LAURVIG	..	1 $\frac{1}{8}$	Laurvig to Frederiksværn $\frac{5}{8}$ m.
Vasbaatten	..	$\frac{3}{4}$	
Kokkersvold, in Eidanger		1	
⁵ PORSGRUND	..	1	

16 $\frac{3}{8}$ N. m. 114 $\frac{5}{8}$ E. m.

¹ *Drammen*.—See Route 9.

² At *Brusseröd*, between Holmestrand and Solleröd, a road turning off to the left leads to *Horten*, a town becoming of some importance from its naval arsenal and school. Distances: Horten, 1 $\frac{1}{8}$ m.; Horten to Kjær, 1 m.; Kjær to Fyldpaa, $\frac{3}{4}$ m. The rocks near *Holmestrand* are grand, and the town finely situated.

³ *Fyldpaa*. The town of Tönsberg is pleasantly situated on a small branch of the Fjord, half a mile north from this station. It was anciently a place of great trade and importance, and one of the largest towns in Norway; but it long since fell into decay. Jarlsberg, the seat of the Counts Wedel Jarlsberg, stands near Tönsberg. This family is one of the last of the noble families of Norway which has retained its rank, all titles of honour having been abolished by the democratic constitution of 1814, with a reservation in favour of the present possessors and their children.

⁴ *Laurvig* stands at the head of a large bay, backed by rocky hills, in some places covered with woods, in which a few small oaks, a species of timber confined in Norway to

the neighbourhood of the south coast, are mingled with pines and birch. There are also groves of beech. The town contains about 4000 inhabitants.

⁵ *Frederiksværn*.—A strong castle, at one extremity of the bay on which Laurvig stands; and here there is a sandy beech, a great rarity on the coasts of Norway. The fortress has a garrison, and is mounted with heavy cannon, and is the principal station of the Norwegian navy, consisting of only one frigate, a few corvettes, brigs, and schooners; its principal strength being in gun-boats, of which there are 140, heavily armed. *Sandæsund*, a little port to the eastward, at the entrance of the Christiania Fjord, has become of some importance, from the steamers calling at it.

⁶ *Porsgrund*.—See Route 4.

ROUTE XXV.

CHRISTIANIA TO DROBAK, MOSS, AND FREDERIKSTAD.

This route connects the towns on the east side of the Christiania Fjord. A steam-boat leaves Christiania every Tuesday and Friday morning, from May till August, for Frederikshald, calling at all these towns, and returns on Monday and Wednesday: a very pleasant way of making the excursion, from the varied beauties of the Christiania Fjord. The stages by the land route are as follows:—

Prinsdal	..	..	1
Melbye, in Aas	..	..	1½
¹ DROBAK	..	..	1½
Korsegaard	..	..	$\frac{5}{8}$
Sundbye	..	..	$\frac{3}{4}$
Soner	..	..	$\frac{3}{4}$
² MOSS	..	..	1½
Dillingen	..	..	1½
Carlshuus	..	..	1½
Kjolbergbrø	..	..	1
³ FREDERIKSTAD	..	..	$\frac{3}{4}$

11 N. m. 77 E. m.

¹ *Drobak* has a population of 1500 souls, and a considerable export trade, principally in deals.

² The town of *Moss*, environed by pine-woods, stands on a little bay, where a torrent rushes precipitously into the Fjord. On this stream, at intervals, are placed a great number of saw-mills, which convert the pine-logs into "deals" with astonishing rapidity.—See "Norway and its Scenery," p. 147. *Moss* has a population of 4000, and a large export trade, supplied by the saw-mills.

³ *Frederikstad*, at the mouth of the main branch of the river Glommen, a town of 4000 inhabitants, was formerly of considerable importance as a frontier garrison in the wars with Sweden; the fortifications still remaining, but being now neglected.

ROUTE XXVI.

CHRISTIANIA TO FREDERIKSHALD AND SWINESUND,

This route, crossing the Swedish frontier at Swinesund, is the road either to Stockholm by the south bank of the Wener lake, or to Gothenburg by Uddevalla and the Falls of Trolhættan. It was formerly the usual way of entering Norway by land routes, and is still the only practicable one in winter, when the navigation is stopped by the ice. The stages are the same as those in Route 25, as far as Carlshuus, where the road branches off from that to Frederikstad. A steam-boat makes the voyage twice a week from Christiania to Frederikshald.—See particulars in Route 25.

Carlshuus	..	..	9 $\frac{1}{4}$
Haraldstad, in Tune	..		1 $\frac{1}{4}$
¹ SÆRPSBORG	$\frac{1}{4}$		
Öjstad, in Skjeberg	..		1 $\frac{1}{4}$
Vestgaard, on the SWINESUND ⁽²⁾			1
³ FREDERIKSHALD	$\frac{3}{8}$		
Hogdal, in Sweden			1 $\frac{5}{8}$

13 $\frac{1}{4}$ N m. 92 $\frac{1}{4}$ E m.

¹ *Sarpsborg*, a town on the Glommen, formerly of some consequence, but destroyed in the Swedish wars. The site, with the adjoining estate of Borregaard, having been purchased by an English merchant, Sir John Pelly, has recently, it is understood, been sold to Mr. Sewell, both having extensive commercial connections with Norway. The town is rebuilt, and, being well situated for an export trade in timber, is again rising to importance. The Fall of the Glommen, called the Sarps-Foss, is very magnificent, from the vast body of water it discharges, though the height is not considerable, and the number of saw-mills detract from the picturesque effect.

² *Swinesund* is a narrow Fjord, forming, with the rocky barriers on both shores, the frontier between Sweden and Norway. It is approached by a long and precipitous descent, and all its features are very picturesque.

³ *Frederikshald*, on a lower branch of the Swinesund, is a frontier town of considerable size and trade, the population being 4000. The fortress called Frederiksteen, formerly esteemed impregnable, is built upon an escarped rock, is inaccessible on three sides. Charles XII. of Sweden was killed while besieging it in 1718.—See “Norway and its Scenery,” p. 143.

SECTION III.

ROUTES BY STEAM-SHIPS, FROM ENGLAND, FROM THE
CONTINENT, AND ROUND THE COAST OF NORWAY.

I. The communications by steam direct from England to Norway and Sweden, hitherto conducted by Messrs. Thomas Wilson, Sons, and Co., of Hull, will for the future be in the hands of the North of Europe Steam Navigation Company, whose offices are at 84, King William Street. For the present, the station will remain at Hull, with communications during the season to Christiania every fortnight, and to Gothenburg weekly, the boats starting from Hull on Saturday. The fare to Christiania is 4*l.* 4*s.* for the best cabin, 2*l.* 12*s.* 6*d.* fore cabin; the voyage being performed in about sixty hours. The boats leave Christiania on their return every Tuesday fortnight. It is, however, in contemplation to have a direct *weekly* communication, both with Christiania and Gothenburg, by larger and more powerful steamers, and the station will probably be moved from Hull to Grimsby. Information respecting the Company's arrangements from time to time can, of course, be readily procured at their offices.

II. There is now a line of steam navigation established between Hamburg, Christiansand, and Bergen. A new and powerful steam-boat is building in England for this Company. The boats leave Hamburg every Thursday, and reach Christiansand in about thirty-five hours. They touch at Stavanger on the voyage from Bergen, returning to and from Christiansand to Hamburg every Saturday. Tourists whose design is to visit the western districts of Norway in the first instance, can meet the Hamburg line by the boats direct from London to that place, in case the Hull steam-boats should still fail of calling at Christiansand; or they may take the "overland route" to Hamburg, as pointed out in the preliminary observations.

III. There is a Norwegian steam-boat every week be-

tween Copenhagen, Gothenburg, and Christiania, from the middle of April to the end of October.

IV. Another Norwegian steam-boat plies weekly during the season between Christiania and Kiel, at the bottom of the Great Belt, calling at Nyborg, in the island of Funen off the coast of Jutland. The voyage is performed in about forty-eight hours, the boats, by the latest accounts, leaving Kiel every Saturday, and Christiania every Tuesday. To join these boats by the "overland route," through Belgium and Germany, the principal stages are Ostend, by steam-boat, *first* day; Cologne, *second* day; Hanover, *third* day; Hamburg and Kiel, *fourth* day; there being a line of railway the whole distance from Ostend.

V. There is communication during the season every week between Christiania and Christiansand, the boats calling at Sandæsund, at the entrance of the Fjord, where they meet the steam-boat from Kiel; so that tourists intending to proceed at once to the west of Norway may thus fall in with the group of routes connected with that part of the country.

VI. A steam-boat leaves Christiansand for Bergen every week, at present, and, calling at all the intermediate ports, performs the voyage in two days, returning in the same manner.

VII. Steam-boats start from Bergen once a fortnight for Trondhjem and Hammerfest, calling at the intermediate places, and returning in the same manner. These boats will likewise during the present season proceed northwards from Hammerfest, doubling the North Cape and calling at Gjesvær, within 2 N. miles of the Cape, continuing the voyage to Vardö and Vadsö, on the east coast of Finmarken, and touching at Stangenæs, at the mouth of the Tana-Fjord; the whole circuit from Christiania being performed in seventeen days. The Table subjoined, contains the stations, with distances and fares. All the Norwegian steam-boats carry mails, and are commanded by officers of the royal navy who, in general, speak English. The table, accommodations, and society are good, the charges for diet moderate, and the voyage may be performed with comfort, the course for the greater part lying under shelter of the numerous islands which lie off the coast; the scenery being, of course, the

finest of the kind. A detailed account is published every year, under the authority of a department of the Norwegian government, containing particulars of the days and hours at which the steamers start, and call at the several stations, in all their voyages for the season, which commences in April and ends in October.

TABLE
OF THE ROUTE OF THE COAST STEAM-BOATS, WITH DISTANCES,
AND FARES.

Stations.	N. M.	Fares.	
		Sp.d.	Sk.
CHRISTIANIA.			
Dröbak	4		
Holmestrand	8		
Horten	8		
Moss	8		
Vallö	10		
Sandæsund	13		
Sandefjord	16		
Frederiksværn	16	2	48
BREVIK	20	3	0
Langesund	19		
Kragerö	21		
Riisöer	25		
Haven, near Tvedestrand	28		
ARENDAL	31	4	75
Grimstad	34		
Lillesand and Humlesund	37		
CHRISTIANSAND	41	5	105
Kleven, near Mandal	47		
Farsund	53		
Flekkefjord	59	8	15
Rægefjord, in Sogndal	60		
Egersund	63		

Stations.	N. M.	Fares.
STAVANGER.. ..	76	Sp.d. Sk. 10 30
Kobbervig	78	
Haugesund	80	
Mosterhavn	85	
Lervig	87	
Teröen.. ..	91	
Bukken	94	12 105
BERGEN	97	
Skjærjehavn	107	
Sauesund	113	
Færesund	117	
Moldöen	124	
Larsnæs	132	
Egsund	135	
Aalesund	139	19 30
MOLDE.. ..	148	
CHRISTIANSDUND	155	20 15
Ædö	159	
Haven	165	
Bejan	170	
Rödbjerget	174	
TRONDHJEM	177	22 105
Valdersund	178	
Sud-Krogöen	180	
Björöen (Namsen)	186	24 0
Nord-Krogöen	191	
Gudvig	196	
Brönösund	202	
Alstahæg	208	
Kobberdal	212	
Anklakken	218	
Rödö	221	
Stöt	226	
Gildeskaal	230	
Bodö	235	28 45

Stations.					N M.	Fares.	
						Sp.d. Sk.	
Kjerringö	..	..	..	..	239		
Grötö	..	..	..	..	244		
Skraaven	..	..	..	..	249		
Svolvær	..	..	..	..	250		
Stejlo	..	..	..	..	258		
Lödingen	..	..	..	..	255		
Sandtorv	..	..	..	..	259		
Harstad-havn	..	..	..	..	263		
Havnik	..	..	..	..	264		
Kastnæs-havn	..	..	..	..	268		
Klöven	..	..	..	..	272		
Gibostad	..	..	..	..	275		
TROMSÖ	..	..	..	..	282	36	0
Karlsö	..	..	..	..	189		
Havnæs	..	..	..	..	294		
Skjervö	..	..	..	..	285		
Loppen	..	..	..	..	299		
Hasvik	..	..	..	..	303		
Oxfjord	..	..	..	..	305		
Talvik	..	..	..	..	311		
Bösekop (Alten)	..	..	..	..	313	39	105
Kaafjorden	..	..	..	..	314		
HAMMERFEST	..	..	..	..	325	39	75
Giesvær (North Cape)	..	..	..	..	331		
Stangenæs (Tana-Fjord)	..	..	..	..
Vardö	..	..	..	..
Vadsö	..	..	..	..

There may, perhaps, be some unimportant changes in the stations, or fares, which may always be ascertained from the Annual Tables.

SECTION IV.

TRAVELLING POST.—RATES OF PAYMENT FOR HORSES,
&c.—THE SKYDS LAW.—THE FORBUD, &c.

The rates of payment for horses and boats have been reduced by a recent ordinance of the Storthing. The following Tables are calculated according to the new regulations.

TABLE
OF PAYMENTS FOR ONE HORSE, FROM TOWN AND COUNTRY STATIONS,
PER NORSK MILE.

Distance.	At ordinary stations in the country.			At fast stations in the country, and town stations, not fast.			At fast stations in towns.		
	Sp. d.	Mks.	Sk.	Sp. d.	Mks.	Sk.	Sp. d.	Mks.	Sk.
1 mile			3			$4\frac{1}{2}$			6
1 mile ..			6			9			12
1 mile ..			9			$13\frac{1}{2}$			18
1 mile ..			12			18	1	—	—
1 mile ..			15			$22\frac{1}{2}$	1	1	6
1 mile ..			18		1	3	1	1	12
1 mile ..			21		1	$7\frac{1}{2}$	1	1	18
1 mile ..		1	—		1	12	2	—	—
1 mile ..		1	3		1	$16\frac{1}{2}$	2	2	6
1 mile ..		1	6		1	21	2	2	12
1 mile ..		1	9		2	$14\frac{1}{2}$	2	2	18
1 mile ..		1	12		2	6	3	—	—
1 mile ..		1	15		2	$10\frac{1}{2}$	3	3	6
1 mile ..		1	18		2	15	3	3	12
1 mile ..		1	21		2	$19\frac{1}{2}$	3	3	18
2 miles		2	—		3	—	4	—	—

The station-master's fee (tilsigelse) is in all cases 4 sk. per stage for each horse, besides the above payments. A "fast station" is one where horses are always ready. A carriole and harness are charged 6 sk. extra, a country car and harness 4 sk., and bridle and saddle 2 sk., per Norsk mile.

TABLE
OF PAYMENTS FOR TWO AND THREE HORSES AT THE ORDINARY RATE
OF COUNTRY STATIONS.

Distance.	Two Horses.			Three Horses.		
	Sp. dol.	Marks.	Sk.	Sp. dol.	Marks.	Sk.
$\frac{1}{4}$ mile			6			9
$\frac{1}{2}$ ".....			12			18
$\frac{3}{4}$ ".....			18		1	3
1 ".....		1	—		1	12
$1\frac{1}{4}$ ".....		1	6		1	21
$1\frac{1}{2}$ ".....		1	12		2	6
$1\frac{3}{4}$ ".....		1	18		2	15
1 mile		2	—		3	—
$1\frac{1}{4}$ ".....		2	6		3	9
$1\frac{1}{2}$ ".....		2	12		3	18
$1\frac{3}{4}$ ".....		2	18		4	3
$1\frac{1}{2}$ ".....		3	—		4	12
$1\frac{3}{4}$ ".....		3	6		4	21
$1\frac{1}{2}$ ".....		3	12	1	—	6
$1\frac{3}{4}$ ".....		3	18	1	—	15
2 miles		4	—	1	1	—

For fast stations in the country, and ordinary town stations 12 sk. per mile, and for fast stations in towns 24 sk. per mile (one mark), must be added to the calculations in this table, besides the payments for carriages and harness. Until the recent alteration in the Skyds-law, the charges were 48 sk. per mile from ordinary town stations, and 72 sk. per mile from fast stations in towns, instead of 36 and 48 respectively, the reduced charges. The statement in the Introductory Chapter, under the head of "The Service by Post" requires correction in this particular.

TABLE
OF RATES OF PAYMENTS FOR BOATS.

4-oared boat	12 to 15 feet keel	Sk. 8
6-oared boat	15 to 18 feet keel	12
8-oared boat	18 to 30 feet keel	16
10-oared boat	30 and over	24
For every boatman .. ..	.. ..	28
Where there is a licensed company .. ..	.. ..	30

The "tilsigelse" of 2 sk. to the station-master for each boatman is now abolished, as well as all difference between the rates of payment for boats between town and country stations. In Norway, each rower pulls two oars; so that a four-oared boat requires two men; and so of the rest. No distinction is now made between a row-boat and a sailing-boat. The boatmen have no claim to "drikke-penge," but in long stages by water a promise of "schnapps" will sometimes quicken their exertions, which are not very vigorous. In navigating the Fjords under sail, the traveller should never allow the sheets, or halyards, to be made fast, on account of the sudden squalls which frequently occur. The ropes should be held in the hand ready to be let loose instantly, otherwise there is danger of being cap-sized by the gusts of wind rushing down the gorges of the Fjelds.

SKYDS LAW.

Travelling post in Norway, as before observed, is regulated by law. The regulations of the Ordinance of the 6th June, 1815, and others, so far as they generally affect English travellers, have been already mentioned. It remains to notice those of the Ordinance of the 24th September, 1851, which has made some changes, besides a reduction in the fares for horses and boats.

By Section 2, it is ordained that the Amptmand shall determine the number of station horses and reserve horses to be kept at the fast stations. On less frequented roads the number of horses may be fixed at two or three, provided the station-keeper secures to himself the means of procuring a sufficient number of reserve horses to meet the requirements of the road. Instead of the time formerly allowed, the traveller must in future wait three-quarters, or one hour, at the stations not fast, if required [*i. e.*, when horses are not pre-engaged by forbud].

By Section 9. In addition to the cars and other conveyances which the station-masters in the country are required to furnish by a former Ordinance, station-masters in towns and at fast stations are further enjoined to furnish carriages, and travelling cars on springs, with cushions and leather aprons, for which 6 sk. per mile is allowed.

By Section 14, it is ordained that the traveller who keeps the horses or boat he has ordered waiting one hour beyond the time appointed by himself shall pay at the rate of one-quarter of a mile for every horse, or every boatman, and half as much for every additional half-hour they are kept waiting up to the regulated payment for one mile. The "skyds," whether horses or boatmen, need not wait more than two hours and a half for the traveller, who, arriving after that lapse of time, must pay the waiting money he has forfeited, before he can be provided with fresh skyds.

[If the traveller is detained at a previous station, and brings a certificate to that effect, which the station-master is required to give, or by the weather, or an accident, he is not liable to any penalty for the delay. And also by the old law of the 6th June, 1815, still in force, if the forbud arrives three hours before the time at which horses or boatmen are required to be at the station, and they are not there when the traveller arrives, the owner of the horses or the station-master making default, is fined one sp. dollar for the delay.]

By Section 11 *a*, two persons may travel with one horse, on payment at the rate of a single fare and a half, carrying with them luggage of the weight of 24 lbs. and 36 lbs. respectively. If two persons travel entirely without luggage, and they provide a separate conveyance for the skyds-karl, they pay one fare only. In the latter case, they may

put luggage to the amount of 192 lbs. weight on the car occupied by the driver. [The weight of luggage allowed for a single traveller with one horse is 64 lbs.]

By Section 4 of the Law of the 6th June, 1815, if the traveller has the reins in his hands, and is himself driving, should any accident occur, he is responsible for the damage done. Drivers are required to keep on the *right* side of the road, and not occupy more than one-half, under the penalty of 1 sp. dollar. If the traveller ill-uses or over-drives the horse, the station-master, on complaint of the post-boy, and with the assistance of two others, is to assess the damage, which must be deposited (subject to an appeal) before he is supplied with a fresh horse.

By Section 6 of the same Law, the traveller must pay all tolls for roads or bridges, in addition to the skyds money.

THE FORBUD.

Directions for sending the forbud are given in the preliminary chapter. The charge is, 24 sk. per mile, the ordinary rate of payment for one horse. If the forbud tickets are sent by post, only 4 sk. for each station is paid. Tickets may be procured in blank at all the principal towns, according to the following form.

Form of Forbud Ticket, with the blanks supplied.

paa Skjds{kaffersstedet [Jonsrud] bestilles :
 figer [een] Gæst med Soele
 figer [tre] Iis Gæst [e]
 at staae foerbig [Ons] dagen den [6te Juli,] 1853.
 [Vor-] middagen kl. [otte.]
 Med Forbudet (der betaales ved Undertegnedes Unfornst) følger :
 [een Kaffert, een Sæk.]

A. B.

[Christiania] den 4de Juli, 1853.

The Form translated, as filled up.

At the Skyds Station *Jonsrud* are ordered,

Say, *one* horse with harness.

Say, *three* loose horses.

To stand ready, *Wednesday*, the *6th July*, 1853.

Forenoon, at 8 o'clock.

With the Forbud (which is to be paid on the arrival of the undersigned) there comes *one portmanteau*, *one bag*.

A. B.

Christiania, *4th July*, 1853.

Directions have been already given for calculating the rate of travelling, so as carefully to fix the time of arrival at the several stations. The tickets must have the traveller's signature, and should be numbered, and duplicates kept, or a correct list, with the days and hours for each station

SECTION V.

THE LANGUAGE.—VOCABULARY OF COMMON WORDS AND PHRASES.

DURING the many centuries in which Norway was subject to the kings of Denmark, the Danish idiom of the old Norsk tongue, superseded the Norwegian dialect, not only in official and other writings, but in the common usage of the people. Originally, the language of the three Scandinavian countries was called *Danske Tunge*; the variations arose in the developments of later periods. At present, the Norwegian language, as it is written and spoken in good society, is identical with the Danish, although the pronunciation is somewhat different, varying also with provincial dialects. Referring to the preliminary chapter for a suggestion of a simple mode of acquiring such words and phrases as may suffice for the tourist's most necessary demands while travelling through the country, the present Section is intended to offer him some further assistance.

Almost all Norwegian documents, forbud tickets, tables of routes, &c., which the tourist will have occasion to use, as well as newspapers and books, are, like German publications, printed in Gothic letters. These are so familiar, or so easily decyphered, that they will occasion little difficulty; but the small letter k (*e.g.* in *iffte*, *ikke*, *not*) may perhaps puzzle a stranger, and the capitals *Ŋ* and *Ŋ*, *O* and *Q*, may be mistaken for the letter *Ŋ*, *D*.

The Danish alphabet contains twenty-seven letters, omitting *w*, and adding *æ* diphthong and *ö* as distinct characters. *K* and *Q* are used indiscriminately, and Dr. Rask, in his grammar, rejected the *Q* altogether as superfluous. The diphthong *æ* has rather the sound of *ai* than that which we

give it. The *ö*, with two dots over it, is pronounced like the French diphthong *æ*, in *œil* or *œuf*. The double *aa*, which frequently occurs, has the sound of our *oa*, as *Aagaard*, pronounced *Oagaard*. *E*, which is invariably sounded when final, conveys the sound both of the French *é*, *fermé*, and *é*, *ouvert*. The open *e* is exactly like the diphthong *æ*, as in *Herre*, gentleman. The simple *o* has also both open and close sounds, as *Kop*, a cup, *Bröder*, brother. The vowel *j* has the sound of our *y* consonant, as *Fjord*—*Fyord*; while the Danish *y* is pronounced like the French *u*. The pronunciation of the consonants scarcely varies from our own, except that *d* following a consonant has no perceptible expression, and serves merely to increase the sound of the preceding consonant, as *Fjeld*, a mountain range, pronounced *Fyell*; *Fjord*—*Fyör*.

In such a work as this it would be useless to attempt to make the grammatical inflections comprehensible. They are in general very simple and correspond with the English, and a short study of Rask's Danish Grammar would prepare the tourist for the practical learning already pointed out. There is also a small portable edition of an English and Danish dictionary, lately published at Leipsic which would be useful. Both these works can be procured at the foreign booksellers in London. A short and easy Norsk, or Dansk, grammar calculated for the use of English travellers by an intelligent Norwegian scholar, Mr. Edward Wittrüp, of Arendal, is now in course of publication by Mr. Cappelen, at Christiania, which will doubtless be also sold in London.

One or two observations may prevent some mistakes. It may be well to remember that *s* is not the sign of the plural number in Dansk, as it is in a large class of English words, but of the *genitive* case, as we say "the journey's end," but the genitive of words signifying inanimate substances is generally rendered, as in English, by *af*, as *Taget af Huset*, the roof of the house; while the plural of nouns in Dansk is formed by *e* or *er*, as *Dag*, day, *Dage*; *Kong*, king, *Konger*. Again, foreigners are sometimes perplexed by the way in which the definite articles are made the terminations of nouns substantives as often occurs in naming objects in *their journey*, as *Elv*, river, *Elven*, the river; *Dal*, a valley,

Dalen, the valley; *Hörunger*, the name of a mountain, *Hörungurne*, the Hörunger mountains. The articles form perhaps the greatest peculiarity in the Danish language, and as they are necessary in the simplest intercourse, it may be as well to name them. There are two, *en* for the masculine and feminine genders, and *et* for the neuter. When prefixed, in which case they are not joined to the substantive, they constitute the indefinite articles, and when affixed they become the definite: thus, *Hest*, horse; *en Hest*, a horse; *Hesten*, the horse. *Ne* is always the definite article of the plural, as *Heste*, horses, *Hestene*, the horses; genitive, *Hestens*, of the horse, *Hestenes*, of the horses. Before adjectives, the demonstrative pronoun *den*, *det*, *de*, is employed as the definite for the neuter, common, and plural, as *den gamle Stol*, the old chair; *det skjönnne Land*, the fine country; *de Hvide Heste*, the white horses.

The personal pronouns are *Ieg* (pronounced *yai*), I; *du*, thou; *han*, he; *hun*, she; *vi*, we; *I*, you; *de*, they. The third person plural *De* is used in addressing a person, instead of *du*, or *I*; and in writing to another, the words *De*, *Dem*, and *Deres*, are commenced with capital letters. To do otherwise would be esteemed a mark of disrespect. The objective cases of personal pronouns are *mig*, me; *dig*, thee; *ham*, him; *hende*, her. Plural, *os*, us; *vores*, ours; *eders* (jer) yours. The possessive pronouns are *mit*, *min*, *mine*, my, mine; *dit*, *din*, *dine*, thy, thine; *sit*, *sin*, *sine*, its, his, hers, and theirs, in the neuter, common, and plural, respectively; and *vort*, *vor*, *vore*, our, ours; *jert* (jer), *jere*, your, yours.

NUMERALS.

- | | |
|-------------------------|--------------------------------|
| 1. Een, <i>one</i> . | 10. Ti, <i>ten</i> . |
| 2. To, <i>two</i> . | 11. Elleve, <i>eleven</i> . |
| 3. Tre, <i>three</i> . | 12. Tolv, <i>twelve</i> . |
| 4. Fire, <i>four</i> . | 13. Tretten, <i>thirteen</i> . |
| 5. Fem, <i>five</i> . | 14. Fjorten, <i>fourteen</i> . |
| 6. Sex, <i>six</i> . | 15. Femten, <i>fifteen</i> . |
| 7. Syv, <i>seven</i> . | 16. Sexten, <i>sixteen</i> . |
| 8. Otte, <i>eight</i> . | 17. Sytten, <i>seventeen</i> . |
| 9. Ni, <i>nine</i> . | 18. Atten, <i>eighteen</i> . |

19. Nitten, <i>nineteen</i> .	60. Tredsindstyve.
20. Tyve, <i>twenty</i> .	70. Halv-fjerds.*
21. Een og Tyve.	80. Fjirdsindstyve.
22. To og Tyve, &c.	90. Halvfems.*
30. Tredive.	100. Hundrede.
40. Fyrretyve.	1000. Tusende.
50. Halv-treds.*	

Den Förste..The first.

Den Tredie..The third.

Den Anden..The second.

Den Fjerde..The fourth, &c.

Den Förste Gang....The first time.

Den Anden Gang....The second time.

Eengange..Once. Togange..Twice. Tregange..Thrice.

The Norwegian method of reckoning by *halves* is rather puzzling to a stranger. Thus "Klokken er halvtre" means that it is half-past two o'clock, or *halfway between two and three*. So "Halv-tredsindstyve," *fifty*, signifies that it is halfway from forty towards three times twenty, or sixty, which is fifty.

If a stage be a mile and a-half, you may perhaps be told that it is "Halvanden Mil," or *halfway towards the second mile*; but more probably that it is "Sex Fjerdings," or six quarters. If the distance be half a mile and one-eighth, they will call it "Fem Ottendeel," or five-eighths. If the traveller be told that the stage is "Halv Sex Fjerdings," he must not fancy it to be only three-fourths, or *the half of six*; he will find it to be five-fourths and one-eighth, or *halfway from five towards six*, upon the principle before explained.

DAYS OF THE WEEK.

Monday	Mandag.	Friday	Fredag.
Tuesday	Tirsdag.	Saturday	Lövdag.
Wednesday	Onsdag.	Sunday	Söndag.
Thursday	Torsdag.		

* Short for Halv-tredsindstyve, Halv-fjerd-sindstyve, Halv-femsindstyve. *Femti* is also used for *fifty*; *Sexti*, for *sixty*; *Sytti*, for *seventy*; *Otti*, for *eighty*; *Nitti*, for *ninety*.

The months are written nearly as in English. The following words may conveniently find a place in connection with computations of time and distance.

Mid-day	Mid-dag.
To-day	Idag.
To-night	Inat.
Yesterday	Igaar.
To-morrow	Imorgen.
In the evening	Iquell.
Early	Tidlig.
Late	Seen.
Long (time)	Længe.
Long (space)	Long.
Short	Kort.
Quick, directly	Snart. Strax.
Slow	Langsom.
Two, three o'clock.	Klokken To, Tre.

VOCABULARY.

1. *Common Expressions of Civility and on Casual Intercourse.*

Good morning.	God Morgen.
Good evening.	God Aften.
How do you do?	Hvorledes befinder De Dem?
I come from —	Ieg kommer fra —
I am going to —	Ieg reiser till —
I am an Englishman.	Ieg er en Engelskmand.
We travel to see the country.	Vi reise for at see Landet.
Norway is a beautiful country.	Norge er et smukt Land.
You are a fine people.	De er et bravt Folk (Scotch, braw).
I cannot talk Norwegian.	Ieg kan ikke tale Norsk.
I can only speak a few words.	Ieg kan kûns tale nogle faae Ord.
I do not understand that.	Ieg forstaaer ikke det.
You must speak slowly	De maae tale langsomt.

Do you understand me?	Forstaaer De mig?
What is your name?	Hvad hedder De?
What o'clock is it?	Hvad er Klokken?
Be so good as to —	Vær saa god at —
Many thanks.	Mange Tak.
Thanks shall you have.	Tak skal De have.
Thanks for the meal.	Tak för Maden.
The mistress is kind; obliging.	Huusmoderen er særdeles forekommende.
The daughter is pretty.	Datteren er smük.
The girl is civil.	Pigen er artig.
Gentleman.	Herre.
Lady.	Frue.
Young Lady.	Fröken.
(If of an inferior class).	Jomfru.
Good day.	God dag.
Good bye! Farewell!	Adje! Farvel!

2. *At an inn or resting-place.*

Can I get anything to eat?	Kan Jeg faa noget at Spise?
I am hungry: I am thirsty.	Jeg er sulten: Jeg er tørstig.
Give me dinner.	Giv mig Mid-dags Mad.
„ supper.	„ Nat Mad (or Aftens Mad).
„ breakfast.	„ Frokost.
Is there fresh meat.	Er der Kjød?
„ salt meat.	„ Flesk.
„ ham or bacon.	„ Skinke.
„ fish.	„ Fisk.
„ eggs.	„ Æg.
„ potatoes.	„ Potates.
„ wheaten bread.	„ Hvede Brød
Give us whatever you have.	Giv Os hvad De har.
Give me oat-cake and butter.	Giv mig Flad-brød og Smör.
„ milk and cream.	„ Melk og Fløde.
„ old cheese.	„ Gammel Ost.
„ oatmeal porridge.	„ Bröd.
„ coffee.	„ Kaffee.
„ sugar.	„ Sukker.
„ tea.	„ Thee.

Give me brandy.	Giv mig Brændeviin.
„ white wine.	„ Hviid Viin.
„ beer.	„ Öl.
„ salt.	„ Salt.
„ pepper.	„ Peber.
„ mustard.	„ Sennep.
Bring me a knife and fork.	Skaf mig en Kniv og Gaffel.
„ spoon.	„ Skee.
„ plate.	„ Tallerken.
„ cup.	„ Kop.
„ glass.	„ Glas.
Chair.	Stoel.
Table.	Bord.
Kettle.	Kjedel.
Pot.	Gryde.
Frying-pan.	Stege-pande.
The fire. (provincial.)	Varme.
To boil.	Koge.
To fry.	Stege.
Immediately.	Strax.
Quickly. (provincial.)	Snart.
Slow.	Langsom.
Ready.	Færdig.
Clean.	Reen.
Dirty.	Smudsig.
Nothing.	Intet.
Not.	Ikke.
Yes; No.	Ja; nei.
And; or.	Og; eller.
In; with.	I; med.
From here; to.	Herfra; til.
Much; more.	Meget; mere.
Little.	Lidet.
To get.	Faae.
To procure.	Skaffe.
To walk; to ride.	Spadsere; ride.
Take away.	Tage bort.
To fetch.	Hente.
Come here.	Kom her.
Husband.	Mand.
Wife.	Kone.

Son.	Sön.
Daughter.	Datter.
Boy.	Dreng.
Girl.	Pige.
Children.	Börn.
Servant.	Tjener.
Interpreter.	Tolk.
Can I sleep here to-night?	Kan Ieg ligge her Inat?
Can I have a night's lodging?	Kan Ieg faae Natte Quarteer?
Are our rooms ready?	Ere vore Værelser istand?
Is my bed made?	Er min Seng redet?
Sheets; coverlid; pillow.	Lagener; Teppe; Pude.
Washing-bason; soap.	Vaske-bolle; Sæbe.
Bring some water.	Skaf mig Vand (vulgar, <i>Vatten</i>).
„ a towel.	Haandklæde.
„ a candle.	Lys (a light).
Put wood on the fire; stove.	Læg Brænde paa Fyren.
Shut the door.	Luk Døren til.
Open the window.	Aaben Vinduet.
Clean my boots.	Börst mine Støvler.
Wake me early to-morrow.	Væk mig tidlig imorgen.
To rest.	Hvile.
To be sick or ill.	Blivesyg.
To lie down.	Ligge.
Sleep well!	Sov godt!
What have we to pay?	Hvad have vi at betale?
Give me the bill.	Giv mig Regningen.
Right.	Rigtig.
Here is the money.	Her ere Pengene.
Change money.	Vexle Penge.
The bill is too high.	Regningen er for höi.
Extravagant.	Ubillig.
One dollar three marks is enough.	En Daler og tre Mark ere tilstrækkelig.
I will not pay more.	Ieg vil ikke betale mere.

3. At a Station and on the Road.

Station-master.	Skyds-skaffer.
Post-boy.	Skyds-karl.

Station-master's fee (4 sk. for each horse).	Tilsigelse-penge.
Drink-money (to the boy, <i>ad libitum</i>).	Drikke-penge.
Where is the Day-book?	Hvor er Dag Bogen?
Pen; ink.	Pen; Blæk.
Paper; letter.	Papiir; Brev.
The stage.	Skiftet.
How much must I pay for each horse?	Hvor meget skal jeg betale for hver Hest?
I will have three horses.	Jeg skal have tre Heste.
Where do we change horses?	Hvor skifter man Heste?
How many miles is it from here to —?	Hvor mange Mile er det herfra til —?
Is there a good inn on the road?	Findes gode Gjestgiversteder paa Veien?
Is the road good; hilly?	Er Veien god; bakket?
Middling good; flat.	Meget god; flad.
Easy road; heavy road.	Let Vei; tung Vei.
Shew us the way.	Viis os Veien.
I will travel on horseback.	Jeg vil gjøre Reisen til Hest.
Can I get a horse directly?	Kan jeg faae en Hest strax?
Presently; <i>toute a l'heure</i> .	En-tima. (provincial.)
I have but little luggage.	Jeg har kun ubetydeligt Tøi.
Car (or cart).	Skyds-kjære.
Carriage (generally).	Vogn.
Axle-tree.	Axel.
Shafts.	Armene.
Spring.	Fjeder.
Wheel.	Hjul.
Wheel screw.	Skru Nøgle
Grease.	Smør.
Whip.	Svøbe.
Harness.	Sele.
Saddle.	Sadel.
Girth.	Sadelgjord.
Bridle.	Bidsel.
Stirrups.	Stigbøile.
Horse-shoe.	Heste-skoe.
Portmanteau.	Koffert; Vadsæk.
Box.	Kasse.

Bag.	Sæk.
Strap.	Rem; Strop.
Buckle.	Spænde.
String.	Snor.
To tie.	Binde.
To fasten.	Fæste; sætte fast.
Is there a ferry?	Er der nogen Færge?
Is there no boat here?	Findes ingen Baad her?
Can you procure me a boat?	Kan man skaffe mig en Baad?
With two rowers.	Med et Par Roer-Karle.
Put my carriage on board.	Tag min Vogn ombord.
Carefully.	Vær forsigtig.
The wind is high.	Vinden er stærk.
contrary.	contrari.
Is there any danger?	Er der nogen Fare?
The horses were ordered for	Hestene vare bestilte til
three o'clock.	klokken tre.
Where are the horses?	Hvor ere Hestene?
Drive on.	Kjørr til! skynd paa!
	Frem!
The horse is lame.	Hesten er halt.
A clever (active) horse.	En rask Hest.
You must drive fast, or I	Du maa kjøre fort ellers
shall be late.	kommer Jeg for sildig.
Shall we have fine weather?	Skal-vi have smukt Veier?
What town is that?	Hvilken By er det?
mountain-range; hill.	Fjeld; Bakke.
What do you call that river?	Hvad kalder Du denne Elv?
Water; lake.	Vand; Søe.
Rock; waterfall.	Bjerg; Foss.
The country.	Landet.
Field.	Mark.
Cornfield.	Ager.
Meadow.	Eng.
Grass.	Græs.
Hay.	Hö.
Wheat.	Hvede.
Rye.	Rug.
Barley.	Byg.
Oats.	Havre.
Cattle.	Creature.

Cow.	Ko.
Sheep.	Faar.
Pig.	Sviin.
Dog.	Hund.
Wood or forest.	Skov.
Tree, piece of wood.	Træ.
Stick.	Stok.
Birch.	Birk.
Ash.	Ask.
Scotch fir (<i>pinus sylvestris</i>).	Furū.
Spruce fir (<i>pinus abies</i>).	Gran.
Flowers.	Blomster.
Farm-house.	Gaard.
Barn.	Lade.
Dairy hut (<i>chalét</i>).	Sæter.
Parsonage.	Præste-gaard.
A mother-church.	En Hoved-Kirke.
A church attached.	En Annex-Kirke.

4. *Fishing and Shooting.*

Fishing-rod.	Fiske-stang.
Fishing-line.	Fiske-snor.
Reel.	Snelle.
Hook.	Angel; Krog.
Fly.	Flue.
Artificial fly.	Flue-angel; Flue-krog.
Boat.	Baad.
Oar.	Aare.
Rower.	Roers-karl.
Drawing net.	Næt.
Small net.	Garn.
Salmon.	Lax.
Trout.	Forelle; Örret.
Grayling.	Syk.
Pike.	Gjedde.
Gun.	Skydegevær; Gevær.
Rifle.	Riffel.
Gunpowder.	Krudt.
Shot.	Haglepose.
Bullet.	Kule.

Reindeer.	Rensdyr.
Elk.	Elsdyr.
Bear.	Björn.
Fox.	Ræv.
Wolf.	Ulv.
Hare.	Hare.
Bird.	Fugl.
Capercaillzee.	Tiur.
Black cock.	Urhane.
Ptarmigan.	Rype.
Hazel hen.	Hjerpe.
Plover.	Vandhöne.
Snipe.	Sneppe.

5. *Articles of Dress, &c.*

Coat.	Kjole; Frak.
Overcoat.	Over-kjole.
Trowsers.	Beenklæder.
Hat.	Hat.
Cap.	Hue.
Pocket.	Lomme.
Shirt.	Skjorte.
Handkerchief.	Handtörklæde.
Boots.	Støvler.
Shoes.	Skoe.
Gloves.	Handsker.
Socks.	Strømper.
To wash.	Vadske.
To iron.	Stryge.
To mend. (patch.)	Lappe.
To buy.	Kjöbe.
To sell.	Sælge.
Needle.	Synaal.
Scissors.	Sax.
Thread.	Traad.
Button.	Knap.

SECTION VI.

SHOOTING AND ANGLING IN NORWAY.

MANY Englishmen resort to Norway every year for shooting and fly-fishing; particularly the latter. Inclosures and cultivation, a crowded population, exclusive rights, and the enormous rents required for moors, deer-forests, and fishings within the British islands, compel them to seek fields where game is more abundant and there is freer action. The wild character of the greater part of the surface of Norway, its innumerable lakes and rivers, and vast forests and Fjelds, combined with increasing facilities of communication, have naturally attracted them to a country offering such advantages to the lovers of sport. Some whose expectations were too highly raised have been disappointed; a few only have carried off the great prizes. Some causes of this disappointment will become apparent in the course of the following observations, intended principally for tourists proposing for the first time to engage in a sporting excursion to Norway, and wishing to learn something of its capabilities. Clever and amusing books have been written on different branches of the subject, which may be consulted with advantage by those who desire to prepare themselves carefully for their enterprise. To a compendium of the most useful information contained in such works, some hints and suggestions may here be added, as the result of personal observations and of communications from persons of experience in both countries.

Beginning, as usual, with a word of caution to inexperienced travellers in Norway, it may be suggested to the tourist, that, though he may be a fair shot or a practised

angler, he had better relinquish all idea of combining such pursuits with his travels, unless he is disposed to make them his principal object. Game is not so plentiful in Norway that it can be knocked down by the roadside, or on a casual halt in the stages of a tour; and, though almost every lake and river abound with trout, salmon-fishing in perfection is confined to some particular rivers, and very brief opportunities. Travellers remark how very few birds of the commonest kind are seen in Norway, while deer are only to be found in the depths of the forests and on the high Fjelds. It is from false and exaggerated impressions on this subject that disappointment has arisen. The sportsman and angler will probably traverse a great extent of country, and have peculiar opportunities of becoming familiar with the wildest scenes, but this object must be secondary to his main purpose, which will be found to demand great devotion of time, as well as much perseverance and sometimes great hardihood. Besides, no one can take the field, or try his luck on the waters, in Norway, with any hope of success, unless he is furnished with an outfit which, in the one case, is weighty, and in both peculiarly exposed to accidents in travelling through such a country. The tourist, therefore, must not fancy that he can add the enjoyment of a few days' shooting or salmon-fishing to the pleasure he proposes himself in a trip to Norway, unless he has leisure to devote at least a week or ten days to these pursuits at some suitable station, and is properly equipped for them, as well as prepared to encumber himself with the necessary implements of his sport during the rest of his journey. He is therefore recommended not even to burthen himself with a fowling-piece. A common fishing-rod for trout, if his tastes be that way inclined, will be no great incumbrance, and may often furnish him with an hour's amusement, as well as supply a meal for which he would otherwise be at a loss.

SHOOTING.

Of grouse, the birds most interesting to sportsmen, there are several varieties in Norway, many of which are found in great abundance. The wood-grouse, capercaillie, or cock

of the wood (*Tvár*), a noble bird, of the size of a turkey, is met with in all the pine forests, but seldom in any great numbers, and more in the northern than the western districts. They are shot in the trees by the peasants in a most unsportmanlike manner in the close season, despite of the game laws. The black-cock (*Urhane*) lies in the higher pine-forests and the birch-woods to the verge of the open Fjelds, which also harbour the hazel hen (*Hjerpe*), the most delicately flavoured of Norwegian birds. The white grouse is found in the upper birch-woods at the height of from three to four thousand feet. This variety is distinct from the red grouse of the British islands (*Tetrao Scoticus*), which is unknown in Norway. Osterdalen (Route 20) and Land and Aadalen, in Walders (Route 16) abound with birds of the wood. The Ptarmigan (*Rype*) is not preserved by law. It is to be met with everywhere on the open Fjelds where it subsists on the berries of the Alpine plants; but a Norwegian naturalist has informed us that they are found in most unequal numbers in different years, and are most common on the more level tracts in the "Amts" of Nordland and Finmarken, when they are somewhat overgrown with shrubbery of the birch-tree. Plover are seen everywhere on the upland moors, where they rise under your feet, startling you with their plaintive cries. The ptarmigan is a stupid bird, flying but a short distance and perching among the grey rocks of the high Fjelds. The cock of the wood and other birds of the forest cannot be found without dogs. A good treatise on these birds appeared in the last numbers of the "Illustrated Christiania News," 1852.

Partridges are only found at some places in the south of Norway. Wild fowl of every description are plentiful on the west coast, and numbers of woodcocks about the great Fjords of those districts. Snipes are to be met with wherever the ground is suitable. At the end of August or beginning of September, there are immense numbers of them at the northern extremity of the Ojeren-vand, about fifteen English miles from Christiania, and close to the new railway; and also at the head of the Hitterdals-vand, and in Lower Tellemarken. (Route 4.) These are also good places for shooting wild ducks. Hares are found everywhere; in some places in great abundance, particularly in the

island of Smölen near Christiansund (Route 11), in which there are also plenty of ptarmigan and some red-deer. The white hare (*Lepus Borealis*) is we believe common; but we have never been fortunate enough to see one, except in the specimens preserved in the museums of Norway. A couple of well-bred setters are the best dogs to take on a sporting excursion in Norway; they will do all the work required either in the forest or on the Fjeld. They should be used to feed on barley-bread, and may be conveniently conveyed in a strong net lashed under a carriage. The arm should be a good double barrel-gun, with a large bore for bullets if they are required. The sportsman should carry a sufficient stock of powder and ammunition, carefully packed, as well as his guns, in waterproof cases to secure them from damage by getting wet.

DEER-STALKING.

For this most exciting of all European field-sports, the bold and hardy sportsman has greater scope in Norway than in any other country, except perhaps among the chamois hunters in the Tyrolese mountains, or the higher Alps. The elk, (*Els-dyr*) the antlered monarch of the North, is extinct throughout the greater part of Norway, but is still found in the eastern districts of Hedemarken, particularly in the parishes of Osterdalen, Solöer, and Løiten. (Route 20). There are some also in the forests in Land, in the southern part of the county of Walders, and in the commons of Aadalen. (Route 16.) By late accounts they seem to be spreading still more to the westward, and as there is a heavy fine for killing an elk out of season, it may be hoped that this noble animal will not be entirely extirpated by the peasants. Mr. Asbjørnsen has written valuable essays on the elk and reindeer, published in the "Christiania Illustrated News."

Red-deer, in any considerable numbers, are now almost exclusively confined to the islands on the west coast, particularly the large island of Hitteröen, off the Trondhjem Fjord, and that of Smölen near Christiansund. Some are, however, still left on the continent of Norway about

the Sönd-fjord and Nord-fjord, in Romsdal, Söndmör and Nordmör (Route 21), as well as about the grounds of Lysekloster (the convent of Lyse), in the Bergenstift. (Route 5.)

Reindeer (*Rensdyr*) abound on the higher Fjelds, at and about the snow level, in every part of Norway; the long chain of mountains, in particular, which lie between Trondhjem and the Bergenstift being their proper *habitat*. Their best range is perhaps on the plateau of the Fjeld between Fortun and Lom. (Route 8.) They are also seen in great numbers on the high Fjelds above Justedalen, and between Opdal, Lesjö, and Romsdalen. (Route 21.) The boundless plateau of the Hardanger Fjeld affords them secure retreats, and they may be found more readily on its eastern flank near Lier and Argehovd at the northern extremity of the Mjös-vand. In Nordland and Finmarken they rarely appear, but they are met with on the Dovre-Fjeld (Route 17), as well as on the Fille-Fjeld. (Route 16.) A still better place to find them in numbers is the Rundane-Fjeld (The Rounds), a branch of the Dovre-Fjeld dividing Gulbrandsdalen and Osterdalen. Mr. Belton gives an interesting account of an excursion among the snowy peaks of this Fjeld in pursuit of the reindeer.—“Two Summers in Norway,” vol. i., p. 158.

The reindeer being very shy, and ranging over the vast solitudes of these high Norwegian alps, at an elevation of from four to five thousand feet, the stalking them requires considerable powers of endurance as well as great activity; while it is an enterprise which will amply repay the sportsman who is possessed of these qualifications, and no others would of course attempt it. The best stations for the resting-place and dépôt are Fortun (Route 8); Veblungsnæset (Route 21); Hjærkin (Route 17); and Reien or Nystuen (Route 16). At these places experienced hunters can be obtained as guides; provisions must also be procured, and arrangements made for spending, probably, several nights on the Fjeld. In this case, there is no resource but to obtain shelter in the nearest “læger,” or huntsman’s hut, which is nothing more than four walls of loose stones with flat ones for the roof; but as even these are not always to be reached, Captain Biddulph recommends deer-stalkers on

the Fjeld to be provided with a light tent. See the post-script to "Norway in 1848-9," which may be consulted with advantage for general directions on this subject. It may be added that, for deer-stalking on the Fjeld, dogs are quite useless, except perhaps a lurcher, to secure a wounded deer. The best arm is a two-grooved rifle, 14-bore, with a double or single barrel according to the sportsman's strength, the double barrel being of course the most serviceable. The guide must not be allowed to carry a gun; but *two* good telescopes should be provided, with one of which he should be furnished. The reindeer may perhaps be stalked to within sixty yards, or it may not be possible, as they are very wild, to get a shot at them nearer than two hundred yards; and it may take many hours and even days to follow the trail, *Dyr-schack*, over the snow till the herd is found. The sportsman—no one indeed in a wild country, should omit carrying a small compass in his waistcoat pocket. His dress should not be of a conspicuous colour: the cap, jacket, and trowsers being of shepherds' plaid, or any black-and-white mixture.

ANIMALS OF PREY.

Bears are to be found in most parts of Norway, but hunting them is seldom successful except in the latter part of autumn, with the assistance of good deer dogs, and in spring, by placing carrion in the forest, and shooting them from a tree or a log hut; a common practice requiring no extraordinary courage. It is far otherwise, and very dangerous, to face them single handed, as Mr. Lloyd was in the habit of doing. See his work on "The Field Sports of the North." Wolves, which also abound, are generally hunted in winter, and when the snow is deep, on skates. The *gaupe*, a species of lynx, is found in the wilder forest districts. Standing about two feet high and five long, and strongly made, it is a far more formidable animal than the wolf, and is hunted with dogs. The beaver is still found in Norway, but having become nearly extinct, killing them is prohibited during a term of years, two of which are yet unexpired. They are only to be seen at present in Lower

Telemarken and Raabygdelaugset, but it is said that they are also to be found on the Swedish frontier. The glutton, an animal of strange uncouth appearance, allied to the marten by the teeth and head, but with feet approaching in character those of the bear, is to be found generally throughout the country. The western districts of Norway abound in noble birds of prey—the golden eagle, the sea-eagle, the osprey, the jer-falcon, or Icelandic falcon, so famous in olden time. The peregrine-falcon is common in most parts of the country.

ANGLING.

Salmon.—There are scarcely any of the innumerable rivers of Norway, of proper size, which salmon do not enter, and they would doubtless all be even better supplied than they are with this noble fish, if it were not for the falls near the mouths of many of the largest rivers, which prevent the salmon from ascending on their annual passage from the sea to their spawning beds; thus stopping their passage also to the thousand streams which feed the larger rivers. Another limit to the success of the angler in a country so intersected with rivers and streams, is the very short season during which the waters are in a proper state; for they are rendered turbid by the melting of the snow on the Fjelds in the early part of summer, and are often again disturbed by the breaking up of the ice in the mountain lakes at a later period. Notwithstanding these drawbacks, English anglers have met with splendid success in salmon fishing in Norway. The Namsen, north of Trondhjem (Routes 12 and 17), has long been considered the best of the Norwegian rivers, and next to it the Alten river, near Hammerfest. (Route 13.) They may also be reached by the coast steam-boats, for which see the Tables subjoined. These favourite waters are, however, so frequented by first-rate English anglers, that the best fishings are rented by gentlemen who make regular visits to them every year. Others are generally pre-engaged for the season; while the demands of the farmers who claim rights on the banks of the rivers, particularly the Namsen, are most exorbitant. Next to these, the Guul-elv, which

flows into the Fjord near Trondhjem, is, perhaps, the best salmon stream in Norway. There are, besides, the Nid-elv, also flowing into the Trondhjem-Fjord, and the Orke, in Orkedalen, on the road to Molde. (Route 10.) Further south, we have the Rauma-elv, the fine river which takes its course through Romsdal, for which the station is Veblungsnæset (Route 21), before mentioned as good quarters for deer stalking; and the Driva-elv, below Drivstuen. (Route 17.) On the road to Bergen the Lierdals-elv is recommended, and salmon have been taken in one or two of the rivers which fall into the Bergen Fjord; but the rivers on this part of the west coast are generally too short in their course, and too near the Fjelds, to allow of good salmon fishing. Incomparably the best salmon river in the south of Norway, and perhaps the second in all Scandinavia, is the Laagen-elv, near Laurvig. (Route 14.) There are also the Drammen river, in the same neighbourhood, and the Mandals-elv, near Christiansand, and no doubt there is fair fishing in some of the rivers between Mandal and Stavanger. (Route 1.) These southern rivers should be first tried by tourists who are bent on a fishing excursion to the north, as the water in them is clear at least a fortnight earlier.

The observations in Section 1, respecting landing at some point on the south coast, are especially worthy of notice by those who take this course. As the Laagen-elv just mentioned is much resorted to by English anglers, it is very possible that the new comer may find there the same obstacles from pre-occupation which he will almost surely meet with on the Namsen, Alten, and Guul, the still more frequented rivers of the north of the kingdom. A new comer will sometimes be viewed with jealousy by experienced anglers, who are apprehensive of any interference with their favourite waters; and he will probably be discouraged by unfavourable accounts of rivers, which either have not been fairly tried, or the reporters wish to reserve for their own amusement. But let him not despair. The other rivers enumerated, and doubtless many more, as yet untried, which by luck or skill he may make his own, enjoying the first fruits of his discovery, will satisfy any moderate expectations he may form. The times are *probably* gone by when from 2000 to 3000 pounds' weight of

salmon could be taken by a single rod, in one river, and in a short season; but those who are not gluttons in their sport may well be content with a success far inferior as to quantity.

The difference between fishing in strictly preserved waters, instead of taking the chances of new or more open rivers, seems to be something like that between a *battus* in well-stocked woods, and shooting over a rough and wild country; between counting the "head" of game bagged in a day's sport, instead of reckoning, with a more generous feeling, the less palpable returns of a field which has put the sportsman's skill and powers of endurance to a severer test. Anglers will also recollect that by the rules of their art, success depends upon the state of the weather and the water, and they must not hastily decide against a promising river, because, at a particular period, the salmon will not rise to the fly, or because others have met with a similar disappointment.

It was formerly the general custom of English anglers in Norway to give all the fish they took, beyond what they required for their own consumption, to the occupiers of the land on the bank of the river from which they fished, and in unfrequented parts of the country this acknowledgment of the owner's rights may still suffice. But the system of demanding money payments for permission to angle has been gradually extending itself, and the demands made in this way are frequently most extortionate.

Trout Fishing.—It would be vain to attempt to particularise the thousand rivers and lakes of Norway, most of which contain trout, more or less plentifully. Moderately sized streams and lakes are by far the best for the angler; but waters discoloured by the melting of the snow are even more unfavourable to trout than to salmon fishing. The heaviest trout will invariably be found lying at the foot of falls, especially if they are situated a little above an extensive lake. Below the Hund-Foss, between Lillehammer and Moshuus (Route 17), trout are occasionally taken of thirty pounds weight, and commonly of fifteen to eighteen. Sir Humphrey Davy caught a great many sea-trout in the rivers between Mandal, Christiansand, and Arendal. The Vor-men-elv, near the new railroad station at Minde, is full of

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